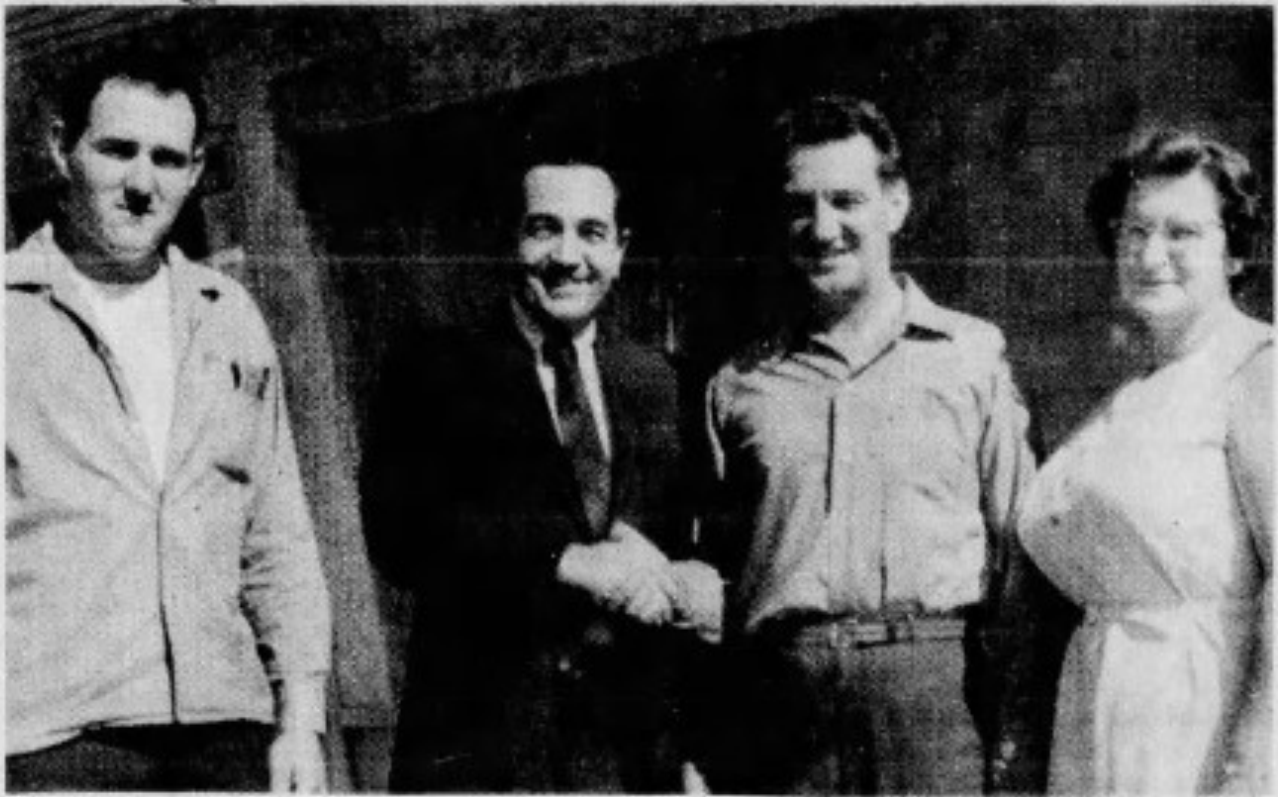


FRITSMA

Mentions in [The Daily Herald-Tribune](#), Grande Prairie, Alberta, Canada





Granco Real Estate Ltd. takes pleasure in introducing the **Fritsma** family recently of Valleyview as purchasers of the Northwinds Motel. Bert **Fritsma** and his oldest son, Gerald, will be managers with the rest of the family pitching in to give personal attention to each guest.

Bert **Fritsma** shaking hands and accepting the keys from Granco Real Estate salesman, Norm Hudson, and thanking him for the help and advice in completing this transaction. Norm, in turn, thanks them for choosing him as their agent in this large real estate transaction.

We at Granco extend an invitation to our many business acquaintances and friends to call in at the fully modern Northwinds when they need motel accommodation in Grande Prairie. Every courtesy will be shown you by the new owners.

"Grande Prairie's
Leading Realtors"

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REAL ESTATE LTD.



Mr. and Mrs. Gerald **Fritsma** of Grande Prairie (nee: Elizabeth Ingelbert) — Paquin photo

Fritsma - Long

White chrysanthemums decorated St. Andrews Roman Catholic church in Edmonton when Eunice Clare Long, daughter of Mr. and Mrs. Raymond Long of Castor, Alta. and John William (Wim) Fritsma, son of Mr. and Mrs. Lambert Fritsma of Grande Prairie were united in marriage.

The double-ring ceremony officiated by Father MaGee, took place Nov. 7. Veronica Grienbel played the organ.

Given in marriage by her father, the bride wore a peau de soie empire-waisted, floor-length gown, with a train attached from the waist. A small stand-up collar, long puffed sleeves and a shoulder-length veil matched the attire. She carried red roses.

Matron of honor Carol Tian of Edmonton and bridesmaid Linda Schnieder of Bon Accord wore identical burgundy empire-waisted, floor-length gowns, with small stand-up collars, and white velvet bows in their hair. They carried pink carnations and white lilies of the valley.

Best man was Gerald Fritsma while groomsman was Lambert Fritsma, Jr., brothers of the groom. Usher was Walter Long, brother of the bride.

For the occasion, Mrs. Long, wore a blue-with-silver-trim dress matched with brown accessories. She wore a pink carnation corsage.

Mrs. Fritsma, mother of the groom, wore a gold-beige dress with brown accessories, matched with a white rose corsage.

After the reception, held in the Club Mocombo in St. Albert, the bride changed to a red fortrel dress with black accessories.

Out of town guests included Mr. and Mrs. John Englebert of Grande Prairie, Mr. and Mrs. James Airth of DeBolt, Jack Whiteman of Valleyview, and Mr. and Mrs. John Bruins of St. Paul. Others were from Veteran, Castor, Bon Accord, St. Alberta and Wetaskiwan

The young couple will make their first home in Valleyview.

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Travel lottery winner

Cornelia **Fritsma** of Grande Prairie was the winner of the city Lions Club's travel lottery with a trip for two to Las Vegas. She is presented with the voucher by Lions president Don Binns (left) and lottery chairman Jerry Zuidwyk. But Mrs. **Fritsma** prefers the tulips of Holland to the glamor of the Nevada city, and took the prize in money to be put toward a European holiday next year. The final draw — for a trip for two to Hawaii — will be made the final day of County Fair, Aug. 3.

Fritsma braved it all

By DON MOON
of our staff

Bert Fritsma did get a kiss and a trophy but he probably should have gotten a medal for bravery after winning the main event at last night's stock car racing at Grande Prairie Speedway.

Fritsma, who started from the back of a 12-car pack, somehow waded his way through a couple of crashes, a fire, several spinouts, a fire, several spinouts, a broken axle and two broken wheels en route to the checkered flag.

In the process, as a result of the crashes, spinouts and assorted mishaps, there were three red flags (stopping the race), two yellows (slow down

and no passing) and one black (get off the track!).

Fortunately, Fritsma managed to come through it all unscathed and probably won the race because of the poor driving of others — more so than his own ability — not that he isn't a good driver.

Reg Gendron finished runner-up to Fritsma while Glen Unger was third, Mike O'Hearn fourth and Ron Birch fifth.

They were the ones that were Sandy McDonald (he caught on fire and got the black flag); Al Delke (he was leading the race with a couple of laps to go when his tire went); Neil Thomson (broken axle); Dick Tverdochlib (wheel problems);

Paul Rogers (stalled) and Loren Fortier (spin out).

Unger took over top spot in the standings with his second in the main as well as a first in the first slow heat and second in the second slow heat.

Fritsma holds down second spot, thanks solely to the points he got in the main event, while Delke dropped to third.

The two fast heats finished identically with Gendron winning both, followed by Thomson, Birch and then Tverdochlib. O'Hearn won the second slow heat while Delke was third. Jim Pierce was runner-up to Unger in the first slow heat and Mike Sherbank third.

Gendron was the trophy dash while Fritsma was

second and McDonald third. The tire change race was won by Birch and his crew.

CJDC-TV of Dawson Creek filmed last night's racing. It will appear on Grande Prairie Cable 8 on Saturday at 6 p.m. Next race is Aug. 2.

Here are the standings:

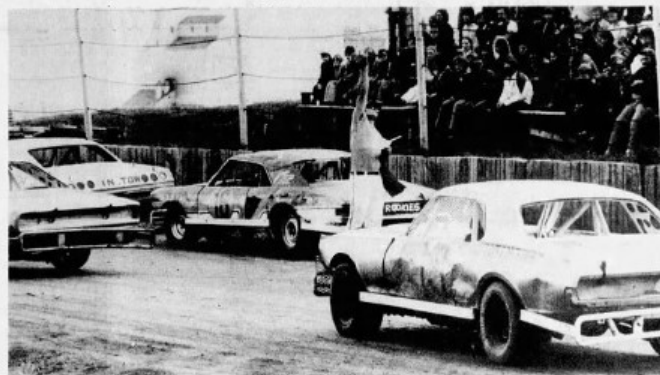
1. #16 - Glen Unger (A and W and Ron Carroochan Trucking) - 26.
2. #73 - Bert Fritsma (City Discount Centre and Rainbow Automotive) - 67.
3. #77 - Al Delke (Alken Automotive Ltd.) - 82.
4. #37 - Ron Birch (Triflow Auto Body and Birch's Esso) - 58.
5. #89 - Neil Thomson (Tatum Tire and Don Norton Trucking) - 56.
6. #34 - Loren Fortier (Highland Park Esso) - 31.
7. #20 - Dick Tverdochlib (Mack Trucks) - 32.
8. #65 - Jim Pierce (GP Save It Store and GP Petroleum Maintenance) - 31.
9. #31 - Mike O'Hearn (No sponsor) - 28.
10. #35 - Reg Gendron (Lewis Lincoln Mercury) - 28.
11. #42 - Mike Sherbank (JH Insurance and Simpsons Sears) - 20.
12. #98 - Paul Rogers (South Side Pacific 66) - 11.
13. #78 - Pete Saffron (No sponsor) - 7.
14. #41 - Sandy McDonald (Overhead Door and R and B Equipment) - 6.
15. #22 - Mike Hoffman (No sponsor) - 5.



Al Delke started smoking and ended up losing the main event to Bert Fritsma (#2).



Glen Unger got a little off track in the main event.



Flagman Ed Turgeon calls for another car during one of several main event restarts.

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Stocks go down to the wire

By DON MOON
of our staff

If anyone sees Bert Fritsma, Al Oelke or Ron Birch in church on Sunday morning don't be too surprised.

All three may need a little help from the Big Fella Upstairs later in the day.

Sunday afternoon they'll all be at Grande Prairie Speedway looking for their first stock car racing championship and if past wind-up races are an indication, it may take more than driving skill to get them through the 50-lap main event, or for that matter even the heats.

It's the final race card of the season and, with a whole winter to do repairs, also time to fasten the seat belts, put the pedal to the floor and look out.

"The drivers are going to do things they've never tried before; they'll be pushing it all the way," said track public relations man Fritsma. "It's the last race of the season, do or die. In the 50-lapper there'll be accidents left and right. They don't care now."

That "they don't care now" doesn't involve Fritsma, Oelke or Birch.

THREE-WAY RACE

Heading into the 10th and final race meet of the season they're the only drivers with a chance to win the championship.

Fritsma, driving the City Discount Centre 1965 Ford Fairlane, and Oelke, in the Alken Automotive Ltd.-sponsored 1968 Dodge Coronet, are currently tied for first place with 126 points while Birch, steering the Triline Autobody-Birch's Esso 1968 Beaumont, is third with 117.

Neither Fritsma nor Oelke can finish lower than third while the worst Birch could do is finish in a tie for fifth.

Fritsma is into his fourth full year of driving. Last year he placed 11th with 11 points, in 1974 he was 14th with four and in 1975 he took eighth with 33.

Oelke has been driving for two seasons. Last year he took ninth place with 34 while Birch, also driving for just two years, placed sixth in 1977 with 54 points.

NO DOMINATION

This year's standings will finish tighter than they ever have. No one driver has dominated things.

"The racing this year was more competitive than it ever



Bert Fritsma



Al Oelke

has been. It's gone right to the wire," Fritsma said. "The trophies have been divided up more evenly. Everyone has one. It's pretty well split. It makes for good competition."

Sunday the racing begins at

2 p.m. Besides the trophy dash, two fast and two slow heats along with a 50-lapper there will be a media race involving drivers from The Herald-Tribune, CPGP, the Booster, CKYL, Peace River

and CJDC Dawson Creek.

The media race will follow the 50-lap main event, which offers a \$200 trophy supplied by Boston Pizza, and following that there will be a demolition derby.



Al Oelke (centre) walked away with this year's stock car racing championship, accumulating 134 points during the season. Oelke drove a 1968 Dodge Coronet sponsored by Alken Automotive Ltd. In second spot with 132 points was Ron Birch (left) who drove a 1968 Beaumont sponsored by Triline Autobody and Birch's Esso. Bert Fritsma (right) took third with 120 points in a 1965 Ford Fairlane sponsored by City Discount Centre.

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Stocks prepare for best racing season

By JERRY SKOWRONSKI
of our staff

With the coming of spring not only do we hear the sounds of birds chirping away in the warm sun, but also a rumbling in the air sometimes more recognizable than the birds' songs.

When the snow goes, out come the young yahoos with their metal stallions racing up and down main streets, going nowhere fast.

There is a club in the city that has as one of its aims taking racing off the streets and putting it where it belongs — on the track.

The Grande Prairie Stock Car Club sees racing as a growing sport in the city and with the plans it has for the coming season, maybe some of the street racers will come out and get involved in some legal racing.

Although stock car racing has been revitalized in Grande Prairie for a number of years, this year is the first for an organization of persons interested in getting the community involved to an even greater degree.

The track was started in 1971 under the guidance of Ron Ferworn who looked after it for three years. Then another racing aficionado, Sandy McDonald, took over the controls and kept racing popular in the area. This year club president Bert Fritsma is looking to make the track, club and the sport even more popular than it already is.

Registered with the solicitor-general's office, the club has bought the track so that they have strict control over the racing standards.



Al Oelke (centre), is flanked by Ron Birch (left) and Bert Fritsma at last year's final stock car race. Oelke was declared the top driver on total points. Birch was second and Fritsma third.

The track itself is a three-eighths mile dirt oval which is banked for safer handling of the cars. It is situated approximately two kilometres east of Grande Prairie Honda and the stands have a seating capacity of 1500.

EXPANSION PLANS

Expansions are proposed and the safety fence is being improved this year for the protection and convenience of the fans. At every race is a Grande Prairie Hospital ambulance with a team of paramedics ready to handle every emergency. Along with the ambulance service there is an emergency fire unit in case a driver should lose control and become involved in a fiery accident.

"This points to the fact that the club is concerned with the safety of the drivers and fans and has taken all precautions to ensure that injuries are

minimal," Fritsma, one of the top local drivers, said.

The main objective of the club is to keep racing in Grande Prairie and at the same time promote safer driving and keep racing off the streets.

It was pointed out that Ferworn and Ed Turgeon contributed much to making stock car racing as popular as it is today. Last year over 10,000 fans showed up at the track to take in the thrills of drivers putting their autos through the paces.

The races here outdraw the Westwind Oval in Edmonton and it is the second most successful track in western Canada next to Victoria, B.C., Fritsma said.

The club executive hopes to get drivers from Dawson Creek interested enough to come to Grande Prairie and race. There are a couple of

cars out of Beaverlodge but most of the autos are from the city, although there have been drivers from the United States.

CARS SPONSORED

Each car is usually sponsored by one or more merchants in the area because the expenses incurred in fixing up the car to suit the rules and make it a contender can go anywhere from \$1,000 to \$3,000.

Two-time champ Gord Glenn may be coming out of retirement to challenge for the championship again, Fritsma said. Glenn holds the track record with a time of 19.2 seconds for an average speed of 67 miles an hour.

Also back again this season are last year's champ Al Oelke who amassed a total of 134 points. Close behind is

second position was Ron Birch of Beaverlodge with 132 points, followed by Fritsma with 120.

Besides the main event which runs for 25 laps there are other races for the competitors.

There is a four-lap trophy race with the top four qualifiers competing, a race for the top half of the field and one for the slower times. The main event consists of all the cars starting in reverse order with the fastest cars at the rear of the pack.

To deter drivers from turning in deliberate slow times, the prize money is divided between the time trials and heats and main event. The purse per race is \$600 with trophies going to the winners; there are also three trophies per day. They go to the trophy dash, main event and novelty race winners.

Each race day is sponsored by local merchants and businesses.

"This allows for better prize money and without the sponsors, racing in the city would disappear," Fritsma said.

Admission to the races is \$3 for persons 15-45, \$1 for those under 15 or over 45 and preschool children are admitted free.

SEASON OPENER

Racing begins May 27, going every other Sunday except on rain-outs where the races are then staged the following Wednesday. The last race is scheduled Sept. 23 when a big 50-lap event takes place and the championship driver is declared.

The nine novelty races planned this season are a media race where members of the local news media are given the chance to test their skills, two powder puffs for the ladies, two demolition derbies, two mechanics' races, one sponsors' race and one tire-change race.

The club takes into consideration other community events and schedules its races around these events so that there is little or no overlapping and less competition between groups in the area for fan support.

This year's executives are president Fritsma, vice-president Oelke, secretary Dwight Nilson, and treasurer Mary Ann Leungness.

Persons interested in donating services or becoming involved in racing may contact any club officer for further information. Club memberships are \$20 per season and are kept to a minimum so that tentative members are not scared away by high fees.

The next meeting for the club is April 30 at the Recplex beginning at 8 p.m. Meetings then fall on the last Monday of each month. Community support and club enthusiasm makes this one of the more popular activities during the summer months.



Bert Fritsma has been working long hours on preparation of his automobile.

Speedway stocks open

The sounds of engines roaring and crowds cheering will permeate the air Sunday when the Grande Prairie Stock Car Club begins its 1979 season.

Mayor Al Romanchuk will be on hand to officially open the Grande Prairie Speedway after improvements have been made this spring with the installation of a

safety fence and more stands.

A special media race will be one of the main events where persons involved in media work will drive the racers' automobiles in what is hoped to be a thrilling contest.

This race is sponsored by Four Seasons R V Centre and the pace car is donated by Lewis Lincoln Mercury.

There will be 16 drivers from Fair-

view, Dawson Creek, Peace River and Grande Prairie competing in the various events.

Races scheduled to take place are the trophy dash, two fast heats, two slow heats and the main event sponsored by R and S Auto Tune Up.

Races are slated to begin at 2 p.m. and are expected to last approximately three hours.



Burt Fritsma took the main event.

Fritsma wins stocks main

A full crowd attended the first meet of the Grande Prairie Stock Car Club season despite 74 kilometre winds and lots of dust at Grande Prairie Speedway yesterday.

Only 12 of the 16 drivers expected to enter came for the showdown yesterday. Driver Neil Thomson, number 99, of Clairmont, as well as Ron Birch, Terry Rule and Chester

Ster, numbers 37 to 39 respectively from Beaverlodge, had guts to battle with eight local drivers.

Of the seven races, Bert **Fritsma**, number 73, took the main event with Al Oelke (77) and Gordon Glenn (88) taking second and third respectively. All were clocked at 21.4 seconds for the oval.

Barry Chorney representing The Fairview Post won the media race by beating Sig Reuter and Dean Kjemhus of CFGP radio (second and third) and Stu Perrin, photographer of the stock car club (fourth).

Oelke (77) took the trophy dash and the second fast heat. Glenn (88) claimed the first fast heat, while Rule (38) took

the first slow heat and Lawrence Fortier (34) held the second slow heat.

Sunday's races were sponsored by R & S Tune-Up and 4-Seasons Trailer and Sales.

The next meet June 10 will feature the Powder Puff Race with sponsors of the race being S & W Electric and Ken Hughes Trucking.

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Crew gets credit for driver's lead

By SAH PAZZANO
of our staff

Neil Thomson, Grande Prairie stock car racing circuit leader spurred compliments directed towards him, stressing his success was complemented by an invaluable team working behind him.

"It's not Neil Thomson the driver that's in the lead. It's an entire team, my crew, Bob Bessant, brothers Ken and James Thomson and David Norton," said Thomson whose league-leading 47 points after yesterday's splendid 18-point performance kept him two points ahead of two-time champion Gord Glenn.

"I couldn't win without my fine crew and neither could any driver. Mechanics tune your engines, check your car's suspension and give you the competitive advantage when you're facing these terrific opponents. Of course it takes a driver to win, but you simply can't win without a great pit crew."

Thomson roared around the Grande Prairie Speedway for 18 points which equalled the terrific pace ignited by both Glenn and Mike Sherbanek, who almost doubled his season point total of 22 in a single afternoon.

"It's too bad I didn't explode for an afternoon like this one, weeks ago," said Sherbanek, who jettied from an obscure position to a respectable seventh place with 44 points.

"It's encouraging, however, to know I can race with the likes of Glenn Thomson and the leaders because it's an enormous confidence builder."

Former leader Al Oelke, who slipped from his lofty first-place rung to a third-place step, rebounded after a scoreless afternoon three weekends ago and tallied 16 points for a season total of 34 points.

Veteran Bert Fritsma has narrowed the gap between himself and Oelke by a lucky 13-point afternoon which puts Fritsma only three points behind Oelke.

Only a point behind Fritsma is Terry Rude, whose three point score erased the benefit of a scintillating 21-point rally three weeks ago.

"Terry's really cooked out after that scorching afternoon (when he scored 21 points) and yesterday was a dismal disappointment for a guy who gave all the appearances of being a darkhorse candidate for the championship," said stock car club president Fritsma.

Like Rude, Ron Birch has catapulted himself from the racing cellar to the upper echelons with a fabulous 15-point afternoon which sprang him to sixth place overall.

"Birch has proven he can drive as well as the premiere drivers this afternoon," Fritsma said, following Birch's breathtaking victory

in the main event yesterday. Birch defeated both first and second place holders Glenn and Sherbanek in the electrifying 12-lap entertainer.

Sherbanek wrestled seventh place into his corner with his 18-point performance. He trails Birch by only two points. Competitors for the top seven places find only an average of two points separating them and their closest rival.

Fred Trautman and Lorne Fortier share eighth position with 31 points apiece, but both are 36 points behind front-running Thomson with 67 points.

After blazing to a terrific start this season, Glen Unger has burned himself out and has only scored 27 points for ninth place.

Sandy McDonald trails Unger by only three points and Reg Gendron is behind MacDonald by a point with 23 points this season.

Chester Sarr has scored only seven points, Jerry Adams two points, Jim Pierce a single point and Fred Polsciuk, who spectacularly flipped his vehicle in his first-ever time trial, hasn't scored a single point.

Glenn's championship hunger was partially satisfied yesterday as the former two-time champion conquered all opponents in the second fast heat race. He also emerged victorious in three non-scoring events, trophy dash, and tire change race.

The tire change race required all drivers to park

their vehicles, allow their pit crews to change tires and rotate them. The pit crews were also supposed to carry the drivers to the stock car. Fritsma's crew dropped the 6-foot, 2-inch, 200-lb driver, much to the amusement of everyone but Fritsma.

"It was so embarrassing with me sitting there on the ground looking helpless," recalls Fritsma. "But I was at a distinct disadvantage because I was the largest driver. For once it would have helped to be small."

Glenn also finished second to Birch and Thomson in the main event and first fast heat race respectively.

Thomson succeeded in the first fast heat race with a first place finish while Sandy MacDonald and Sherbanek claimed victories in the second and first slow heat races respectively.

Stock car racing returns to Grande Prairie Speedway in two weeks with Big Daddy's Vendling sponsoring the exciting afternoon of racing. The novelty race will be the destructive demolition derby which licenses drivers to collide and crash for frolic and fun.

Interested drivers should call Fritsma at City Discount at 522-5423 or at home 522-5041 for details. D'August Development Limited is sponsoring the crashing competition with a trophy prize.

Fritsma, Sherbanek make move

By SAM PAZZANO
of our staff

Bert Fritsma and Mike Sherbanek accelerated like a pair of Boeing 747 jumbo jets through competitors at the Grande Prairie Speedway and are now flying in third and fourth place respectively.

After a sluggish start this season, Fritsma and Sherbanek exploded for 20 and 21 points respectively and both drivers lie within striking distance of leader Neil Thomson (99 points) and two-time champion Gord Glenn (98 points).

Fritsma and Sherbanek jetted to first and second place finishes in both fast heat races. Fritsma holds a slender five-point lead over Sherbanek whose season total is 79 points. Sherbanek scored an impressive victory in the main event.

Fritsma says first-place is his goal but Thomson and Glenn loom as formidable foes to defeat.

"Thomson's a good driver but he's been fortunate that he's never suffered any mechanical troubles and right now, the law of averages are riding against him," said Fritsma.

POOR AFTERNOON

Thomson suffered an unusually poor afternoon for his otherwise superb season as

he only scored 14 points and a third place finish in the main event.

Glenn's 18-point afternoon catapults the former champion to within a point of Thomson. Glenn captured the trophy dash race, placed second in the main event and secured two thirds in the fast heat races.

Third-place holder Al Oelke was forced to withdraw from racing early when his swift stock car suffered clutch plate and frost-plug problems. Oelke's crew performed miraculous surgery on car number 73 and Oelke returned three laps after the start of the main event.

Oelke's return, with the main event already started, sparked a loud round of applause from the 800 spectators who watched Oelke finish a respectable eighth in the 10-lap race.

"Most drivers might have given up, but Oelke displayed a truly competitive spirit in returning to finish the race," said stock car president Fritsma. "You have to admire his courage and determination."

Oelke salvaged seven points in the disappointing afternoon, but he fumbled into sixth-place which is an uncomfortable position for the former champion and earlier leader this season.

Terry Rule's 15-point day elevated him to 76 points, three ahead of Oelke with 73 points.

COLLISION

Rule and Ron Birch collided violently in an accident in the main event which may end the season for both drivers.

Both cars suffered frame, hood, fender and radiator damage, but both cars have access to automobile-body shops.

"It's possible both cars will return by next week," said Fritsma of the damaged cars which were unable to finish the main event.

The remaining drivers after Oelke in sixth place have slim chances of catching the leaders. Lorne Fortier, who holds seventh place with 51 points, trails Thomson by 48 points.

Reg Gendron steadily improves and his 12-point afternoon boosts him to 39 points and eighth place.

NINTH PLACE

Ron Birch and rookie Fred Trautmann, who challenges the best drivers despite his inexperience, share ninth place with 38 points each.

Steve Baron, who has taken over car 16 for the first time, has 28 points and tenth place.

Sandy Macdonald with 26

points, Jerry Adams with 23 points, Chester Stirr with 13 points, Jim Pierce with seven points and Fred Polachuk with no points round out the circuit.

Fritsma said this Saturday will be a special racing day at the Grande Prairie Speedway as both regular racers and the Super Mods will entertain fans.

The Super Mods are super-qualified, miniature racing cars which accelerate so quickly a timing light can't track them.

"These racing cars are so powerful that they can race with their left front wheel never touching the ground," said Fritsma of the mini-speedcars which reach speeds of 140 mph.

The entries hail from Prince George, William's Lake, Calgary, Edmonton and Yukon Territory. These special events, which will become a regularly scheduled event for the Super Mods circuit is sponsored by Prairie Mall merchants, Alken Automotive and City Discount Centre.

The regular stock car racing will be sponsored by Larry's Waterhauling service and the feature race, mechanics event, is being sponsored by Pizza Haven in Fairview.

Racing begins at 2 p.m. Saturday at the Grande Prairie Speedway.

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Thomson leadfoot pressures Glenn

By JERRY SKOWRONSKI
of our staff

It was a battle between a veteran and a rookie during the main event race at the Grande Prairie Raceway yesterday as Neil Thomson gathered a maximum 23 points for the day.

Veteran Thomson drove his smooth running car to victory in the two fast heats and the main event to pull into second place behind circuit leader Gord Glenn.

It was first-year driver Jerry Adams in car 98 who pushed Thomson to the limit in the main event. Adams dogged Thomson throughout the 20 laps only to have him literally slip away to victory.

With two laps remaining Thomson saw a small opening between two slower cars. Without hesitation Thomson drove car 99 through the tiny slot of daylight, leaving Adams to battle with the rest of the pack.

Adams, who has continually improved each time out, showed that he is a driver to contend with as he hung onto third with Glenn grabbing second place on the last lap.

"I'm very happy. It's what I've been trying to do all year," said Thomson of his three wins and 23 points. "I had to work for it. Jerry Adams was breathing down my neck the whole time."

Mike Sherbanuk started the afternoon off with a victory in the trophy dash. Sherbanuk drove car 42 immediately to the lead in the dash and never relinquished it as 400 die-hard fans cheered him on.

Bert Fritsma posted an impressive come-from-behind

victory in the first slow heat. Fritsma started near the back of the field and gradually passed each car until daylight was the only thing in front of his car.

It was in this event that Fritsma's car started giving him an afternoon of trouble.

SICK ENGINE

"I finished that heat on six cylinders. Then in the main event I finished the race with only four of eight cylinders working," said Fritsma.

Fritsma and his crew tore the engine apart last night after the races to find out what exactly was causing the problems.

"We took down the whole engine starting at 6:30 p.m. and by 10 p.m. we had it together and running again," Fritsma said.

Fritsma, who now holds third spot with 115 points, wasn't the only driver plagued by gremlins in the engine or by bad luck. Ron Birch, one of the harder running drivers on the circuit, was involved in a crash with another driver in the main event.

Birch's car had to be towed from the track with considerable damage to the body and frame.

THREE FLIPS

While this mishap occurred, Chester Stirr, who had slipped past the accident as it happened, lost control on the first curve flipping his automobile three times before coming to a stop right side up.

Stirr completed the main event and then was taken to the hospital in an ambulance with undetermined injuries. Grande Prairie Stock Car Club president Fritsma suggested that Stirr might have whiplash or a back injury.

Circuit leader Glenn was not happy with his performance yesterday as his car picked up some dirt in the carburetor to slow him down.

"The car is capable of doing better. We had some dirt in the carburetor. It seemed near the end that the car ran pretty good," said Glenn.

"I figured Neil (Thomson) would race that well. He knows where he's at. He stays in his groove," Glenn said of his nearest competitor.

FIVE HEADS BETTER

Thomson credited his crew with keeping his car in top form pointing out that "five heads are better than one when it comes to fixing a car".

Al Oelke, fourth place in the standings, had problems and was not pleased with his performance. Oelke had said before the race that he was aiming to finish the last three race dates with some hard driving in hopes of moving up in the standings.

The best Oelke could do was a first in the second slow heat. He had started in the pole position and did not relinquish the lead from start to finish. Alas, he finished seventh in the main event, not enough to put a smile on his face.

Flagman Ivan Neilson was in complete control of the drivers at all times. Neilson wasted no time in getting the black flag out to signal a stop to the main event when the Birch accident occurred.

Placings in the events run yesterday are as follows:

First fast heat — 1) Thomson, 2) Sherbanuk, 3) Lorne Fortier, 4) Ron Birch.

Second fast heat — 1) Thomson, 2) Birch, 3) Glenn, 4) Fortier.

First slow heat — 1) Fritsma, 2) Jim Pierce, 3) Stirr, 4) Oelke, 5) Reg Gendron.

Second slow heat — 1) Oelke, 2) Pierce, 3) Fritsma, 4) Gendron, 5) Stirr.

Trophy dash — 1) Sherbanuk, 2) Adams, 3) Fortier, 4) Glenn.

Main event — 1) Thomson, 2) Glenn, 3) Adams, 4) Sherbanuk, 5) Fortier, 6) Fritsma, 7) Oelke, 8) Stirr, 9) Gendron.

Point standings are as follows: 1) Glenn, 133; 2) Thomson, 122, 3) Fritsma, 115, 4) Oelke, 105, 5) Sherbanuk, 98, 6) Terry Rule, 91, 7) Fortier, 78, 8) Fred Trautmann, 47, 9) Birch, Gendron, Adams, all three tied with 46, 10) Steve Barons, 28, 11) Sandy MacDonald, 26, 12) Stirr, 23, 13) Pierce, 9.

Next racing action is scheduled for Sunday beginning at 2 p.m. Drivers are mounting their final assault on the leaders as only two race dates remain before the season draws to a close.



Erin Olsenberg (left), was the attractive trophy girl who presented Neil Thomson with the main event award.

Stocks title down to wire

By JERRY SKOWRONSKI
of our staff

It shapes up as the hottest race date of the season and fittingly it occurs on the last session with one point separating first and second positions.

Neil Thomson has 143 points and Gord Glenn 142 points with Bert Fritsma in third with 133. These three drivers are the only ones with a chance for the Grande Prairie Stock Car Club championship this season.

It will be decided Sunday at 2 p.m. at the Grande Prairie Speedway when Thomson, Glenn and Fritsma battle it out for stock car supremacy. Along with them will be the rest of the pack challenging for improved end-of-season placings.

Thomson, who held the lead most of the season, lost it for a couple of weeks to Glenn, who is making his comeback after retiring for a year. The quiet, yet popular Thomson regained the slim lead two weeks ago, picking up 19 of a possible 23 points.

Glenn blew his engine on the 17th lap

of the 20-lap main event. Rather than drive his car off the track, Glenn coasted around the oval to gain valuable points. Had he not done so, Glenn would be in third spot rather than in second.

THOMSON SHARP

Thomson won the main event, something he has made a habit of over the season. He also won the first fast heat, placed second in the trophy dash and took third in the second fast heat.

Fritsma had predicted that Glenn could not run a whole season without mechanical failure and as the last races came down the odds were in Fritsma's favor. Glenn had already picked up points by winning the trophy dash.

Al Oelke, last year's champion, will have to fight off Terry Rule, who like Oelke has 118 points and Mike Sherbanuk with 104, as the three drivers are driving for third place at best.

Ron Birch could be the hard luck story of the year as he has been involved in a few mishaps. Two weeks ago Birch hit a tire and became air-

borne in front of the grandstand. A week before that he tore his fender off and could not finish the race.

BIRCH RETURNS

Never-say-die is what Birch goes by as he has once again put his car back together and will be in the thick of things come Sunday.

Fritsma expects the racing to be wild and fast as many of the driver's pit crews have made last-minute adjustments to carburetors and valves in their last-ditch effort for points.

"It should be a real killer out there Sunday," Fritsma said.

Standings going into the last race date: Thomson - 143, Glenn - 142, Fritsma - 133, Oelke - 118, Rule - 118, Sherbanuk - 104, Lorne Fortier - 89, Birch - 66, Reg Gendron - 56, Fred Trautmann - 47, Jerry Adams - 46, Steve Baron - 28, Sandy McDonald - 26, Chester Stirr - 22 and Jim Pierce - nine.

The novelty race Sunday will be a demolition derby and Fritsma says many entries have already been confirmed.

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Racing season gets rolling

By JERRY SKOWRONSKI
of our staff

The Grande Prairie Stock Car Association begins the 1980 racing season Sunday, and association president Bert Fritsma expects 14 cars out for the opener.

"We have the potential of 20 cars, but I expect 14 cars to show for the first race," Fritsma said. "There are eight veteran drivers out of a potential of 20 drivers this year; the rest are rookies."

There are two H.C. drivers in the area who have experience on pavement racing and Fritsma predicts they will provide some stiff competition for local drivers.

The driver that everyone will be chasing this year is Gordie Glenn, who, after a year's layoff from racing, captured last year's championship. "I think he's always favored," Fritsma said of

Glenn. "It's because he drives a Chev and people feel sorry for him. Someone is going to upset the apple cart this year."

GLENN AND THOMPSON HAVE FANS

Fritsma pointed out that Glenn, and last year's runner-up Neil Thompson, have many die-hard fans who come out each race date to cheer them on. He added that many of the drivers have garnered particular fans over the last couple of years.

Fritsma said that Glenn is ready and raring to go. He was the first driver with his car at the technical inspection.

"For all I know he just pulled his car from the snow bank and changed the oil and is ready to go," Fritsma said of Glenn.

Glenn concurs with Fritsma in a round about fashion, stating he and his crew re-built the engine on car No.81. He considers this a minor

adjustment to last year's winning info.

"All we did was re-build an engine. I wrote to Crane Cams in the United States so they could recommend a cam for my car," Glenn said. "Everything else is pretty much the same."

There will be four cars from Port St. John competing this year, Fritsma expects two of them to be ready for Sunday's affair.

EIGHT VETERANS BACK

The Port St. John club has 34 members, compared to the 150 members in the Grande Prairie club, Fritsma added, along with the eight veteran drivers from the previous wars, there will be about 12 rookies looking to knock off the top drivers.

Al Oske is another driver who will not count be in contention again this year. Glenn predicts both Oelke and Thompson will be in contention throughout the season.

"I think Thompson will be right back in there," Glenn said of the second place finisher last year.

Thompson led the field almost the entire season in 1979, and went into the final main event tied with Glenn. The drivers finished that week-end race physically stuck together, with Glenn ahead of Thompson by one foot. It was enough to give Glenn the championship.

Oelke, who finished in the top three two years ago, had some trouble last season, but Glenn is going to be looking over his shoulder come race time.

OELKE SHOULD HAVE GOOD CHANCE

"Oelke looks like he'll have a good chance," Glenn said. "If he can get his suspension working for him he'll be a real contender."

Fritsma, not to be outdone, anticipates another solid season for his car. He has finished in the top three the last two seasons.

"If my car handles the way it's supposed to, Gucho's (Glenn) days are numbered," Fritsma said. "Price is no object. It's the idea of saying I did it; that's why everyone races, to say I was number one."

Fritsma and Oelke are the only drivers with new cars. The other drivers will be running with befed up cars that have been around the oval before.

Glenn, Thompson, Lorne Fortier, Fred Trautman, Jerry Adams and Sandy McDonald are the vets who will be racing with last year's cars. But they have put a lot of time, money and effort into making their machines more competitive.

SUPER MODS COMING BACK

"All the cars from last year have been bought by new drivers. There is no extra iron lying around anywhere," Fritsma said.

There are 18 race dates this year, including the super mods event later in the summer. The novelty race Sunday, sponsored by Prairie Glass, is the Media Race.

Victims media personalities from around the Peace Country will be donning helmets and getting behind the wheels of the regular stocks, in what is expected to be an exciting start to the season.

The Trophy Dash and Main Event are sponsored by Tri-Northern Steel. The drivers are competing for trophies and prize money at all the races.

Race dates include four Sundays, five Wednesdays and a Saturday event for the super mods.

The association has installed new timing lights that will enable timing to 1/1,000th of a second. Fritsma said this will mean the end to breaking the track record because human error is eliminated. Hand-held stop watches usually give a quicker time. The timers used stop watches in previous years.

Racing begins at 2 p.m. at the Grande Prairie Speedway and admission is \$1 for adults and \$1 for children. Senior citizens and infants are admitted free.

"It should be one hell of a close season even with the rookie drivers," Fritsma added.



Driver Bert Fritsma (right) keeps a close eye on the work of welder Daryl Hinkey.

Gunslinger Gordie Glenn is a wanted man at GP Speedway

By JERRY SKOWRONSKI
of our staff

Gordie Glenn is like an old-time gunslinger and everyone is out to prove they are faster than he is.

Glenn burned up the track June 1 at the Grande Prairie Speedway earning 21 of a possible 23 points and winning the main event handily.

The 1979 Grande Prairie Stock Car Club champion will once again be challenged tonight at the speedway when all the pretenders to the throne don their helmets and get behind the wheels of their respective machines.

Racing begins at 7:30 p.m. with 14 cars definitely slated to race and a possibility of 17 making their presence felt.

"It gives everybody something to race for because Gordie has a 20-point spread," club president Bert Fritsma said of Glenn's lead. "He's the top gun and everybody wants to get him."

WINNING WILL HALT

Fritsma said that Glenn's driving will continue to be in top form, but predicted his winning will come to a halt... sometime.

"He's a damn good driver, but something will happen. Something will break or he'll wear black (take a black flag for a rule violation)," Fritsma said of Glenn. "He's the number one man to beat out there.

"He's the big, bad, ugly guy all in one. You can't take anything away from him; he's one tough competitor to beat."

Fritsma encountered a few problems during the first races and has since fixed his automobile. He changed the motor mount, fan, transmission mount and clutch assembly.

The third place finisher last year expects to improve on his poor performance at the initial races.

FIVE PLAGUED

Five drivers were plagued with wheel problems because of the track being extremely rough. Fritsma expects this to be improved.

"It depends on the track conditions (whether there are wheel problems). Some bonzos were up there ripping the track apart with their cars before we raced and this caused the wheel problems."

Black flags played an important role in the first races and Fritsma said this will cause the drivers to be somewhat more cautious.

"Everybody will be pretty much on edge. I think everybody will mind their p's and q's. I think you'll see a lot faster racing. We're going to have some real cannon ball drivers out there."

BANG'EM TIME

The novelty race tonight is the Powder Puff where the ladies get a chance to show the men just how it is done.

"It will be a crash and bang 'em time," Fritsma said of the female drivers.

The race is sponsored by Hair Today, while the regular races are sponsored by A.E. LePage Melton.

There were over 1,000 fans out for the first races and Fritsma expects another enthusiastic crowd for these events.

Admission to the races is \$3 for adults, \$1 for persons 14 years old and under and children five years old and under are admitted free.

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A black day at Speedway

By JERRY SKOWRONSKI
of our staff

No single driver dominated the Grande Prairie Stock Car Club races last night, but after the roar of the engines had died down Gordie Glenn was still leading the pack.

Glenn now has 40 points after two race dates. His nearest competitors are Larry Jensen and Lorne Fortier, both with 28 points.

Glenn accumulated 18 points ratherly quietly, while many other drivers wrestled with black flags, bumps and mechanical breakdowns.

Al Oelke started the evening off on the right foot, winning the trophy dash in front of over 500 fans at the Grande Prairie Speedway.

It was after this that Oelke met up with gremlins that caused him to remain in the pits during the main event. The oil pump shaft broke on his engine.

FORTIER-RAMBERG BATTLE

Jerry Adams finished second and Fritsma grabbed third spot. The second slow heat was another battle between two cars. Lorne Fortier in car 34 and Ramberg in car 43 tore up the track in this heat.

Fortier held a slim lead, but Ramberg remained on his tail until the last two laps when Fortier put the pedal to the metal and blew away his competition.

Ramberg took second and Thompson in car 99 finished in third position.

The second fast heat was marred with two red flags when Adams was bumped twice and went into spinouts. Adams eventually took his car off the track.

Fritsma picked up his black flag in this event, but did not agree with flagman Ivan Nilsson's decision. His argument was all to no avail.

NO COMMENT PLEASE

Some drivers would not comment about the resignation, but others had differing opinions.

"It was done in a gentlemanly fashion," Fritsma said. "He feels someone else can do a better job than he can and I'm inclined to believe him. That's nothing against Ivan (Nilsson)."

Fritsma had cooled down later in the evening and was not as blunt about the resignation.

"It was good flagging I think," Unger said. "A few calls the flagman can't see and it's his judgement."

There will be a meeting Monday night to discuss the actions of the drivers and the resignation of Nilsson.

Points standings are as follow: Glenn with 40 points, Jensen and Fortier with 28 each, Ramberg with 27, Hoffman and Unger with 23 apiece, Thompson with 18, Fritsma with 16, Adams with 13, Trautmann with 10, Spindoff with five, MacDonald and Mills with four each and Oelke with three.

The Powder Puff event for the ladies was won by Linda Horneland driving Glenn's car.

Glenn added some levity after a rough evening of racing saying, "Chevies are best; that's where it's at."

IRONING OUT BUGS

"It was handling well in the trophy dash," Oelke said. "I don't think we'll be plagued with problems all year. It's a new car and we're ironing some bugs out."

Bert Fritsma was black flagged in the trophy dash. It was not to be the last time for him.

Fritsma was given the directive to park his car during the second fast heat and he was not pleased with the decision.

"I'm miserable," Fritsma said. "As far as I'm concerned I did not deserve it."

The first slow heat was won by John Ramberg who dueled with Neil Thompson from start to finish holding on to win.

Thompson placed second and Mike Hoffman crossed the finish line in third spot.

Sandy MacDonald took a solid lead in the first fast heat which the other drivers could not narrow allowing car No.11 to take the checkered flag.

ONLY THREE FINISH

Glenn captured the heat with only three of the starting six cars completing the race.

Fred Trautmann finished in second place and Glenn Unger took third.

Ron Birch donned a helmet and stepped in for Unger during the main event and came from the middle of the pack early and raced away from everyone.

Birch drove his own car last year, but will be Unger's spare driver this season.

"That's the answer; I just stand on her," Birch said as to how he felt about winning the main event.

"I think they'll (pit crew) put me out to pasture now that he (Birch) won," Unger said.

Glenn, who leads the points race, said the track was too slippery and that drivers had to drive their cars with more caution.

"The track condition was too slippery; you can't drive where you want," Glenn said. "With a track like this you have to drive with a little more care. I knew I wouldn't win the main; the track was too slippery."

Thompson, who finished second overall last year, placed second in the main event. Glenn took third followed by Fritsma, Jensen, Adams, Hoffman, Ramberg, Wally Mills, Trautmann, Fortier and Gary Spindoff.

Flagman Nilsson resigned last night after just two race dates because the drivers have been complaining about the black flags he has thrown in their direction for infractions he has called.

Unger steals Glenn thunder

By JERRY SKOWHONSKI
of our staff

Glenn Unger was the happiest driver at the Grande Prairie Speedway last night after he won the main event.

Unger, who shares driving duties with Ron Biren in the Ron Carnachan Trucking vehicle, has won only one other main event in five years of racing and wore a smile the rest of the night.

"It was real good until I hit 40 (mph)," Unger said of the cornering. "The slower cars opened up and I went through. I figured they would slow Gerdie (Glenn) down."

Unger did not have an easy time of it in the main with Glenn, the current points leader, breathing down his neck most of the race.

"I've been up since 2 a.m. thinking about this race," Unger said. "We put new shocks on today and I think it really helped."

The main event was marred with collisions throughout and of the 14 cars entered only seven finished the race.

Bert **Eritsma** and Sandy MacDonald were the first drivers to leave the track because of a four-car collision in the early laps.

Jerry Adams was the next competitor out after he was hit a couple of laps later. Four other cars eventually left the race after being hit.

TRACK WAS SLIPPERY

The oval track was slippery because over 14,000 gallons of water had been sprayed on it in preparation for last night's races.

It was suggested by a few drivers that this was too much water on the track.

Unger and Glenn in the meantime continued to battle it out with Unger setting the pace.

Glenn stayed right behind the leader and was about to make a move in the late laps when he closed a shift going into the one-two turn and fell slightly further behind.

Al Oelke and Neil Thompson were in the thick of things in the late laps, but even they could not deny Unger the victory he had waited for so long.

The evening started on an odd note when Glenn lined up for the trophy dash and had to vacate fourth spot because John Hamberg posted a faster time in the trials on the final run.

The trophy dash was almost never completed because Lorne Fortier lost control three times in succession going into the three-four turn and ended up leaving the track.

Each time the race had to be started again until Fortier was thrown the black flag in the fourth attempt.

Adams took advantage of a slight collision in the trophy dash to grab a big lead and maintain it to the finish line.

"I really don't know how I got by Bert **Eritsma**, but it felt good to take another trophy home," Adams said. "And like I said before, it's not the last time."

Adams said the track was difficult in the three-four turn and suggested the track was "wetter than it should have been."

WINS DUEL IN SLOW HEAT

The first slow heat was captured by Leonard Jensen after a sparkling duel with Thompson on the slippery track.

The other drivers were having difficulty adjusting to the track and this gave Jensen the opportunity to pull into a solid lead. He crossed the finish line two lengths ahead of Thompson.

Unger gave the crowd of over 450 a preview of what he was capable of in the first fast heat.

The general driver piloted his car to a large lead and was followed by Oelke and Glenn, but held on to win convincingly.

Mike Hoffmann was chased by Thompson from start to finish in the second slow heat, but Hoffmann carried the lead to pick up the checkered flag first.

Oelke followed last night's winning formula by driving to a big lead and keeping some distance between his car and the other competitors.

There was a lot of bumping in the second fast heat and Hagman Ivan Nilsson tossed one at **Eritsma**, but the lanky driver was unable to determine



Glenn Unger gets trophy from Debbie Golden

whether he was to leave the track or not.

Eritsma, who has been hampered by mechanical failure or problems of another sort each race date, was again hit hard last night.

"It's a black day in July," **Eritsma** said. "I totaled the front end, I was hit by two cars on either side of the same time."

Eritsma added that he would soon get his act together and start winning some races. **Eritsma** currently sits in tenth spot, the lowest position he has ever occupied.

Glenn, who has been described by the drivers as having a golden horseshoe in his back pocket, drove with consistency last night to maintain his 20-point lead.

"You've got to drive to the condition of the track. Basically that's it," Glenn said. "I can't remember a track as hard to drive on. It takes a steady foot on the gas so you don't get whipping around."

Eritsma jokingly said he and the other drivers were going to wrestle Glenn to the ground and try and take his horseshoe away from him.

Glenn and his pit crew carried the good luck to the tire change race to win that novelty event.

Glenn has never lost a tire change race since he has been driving. He attributed this to good teamwork and staying with a method that works.

"He's good. He looks after his car," Unger said of Glenn. He makes his own luck."

STILL LOOKING TO CATCH UP

Unger said he is still looking to catch Glenn in first place, but said it all depends on how Glenn feels each race date.

Adams said he was still aiming for second place.

"I've got full guns on second or third. There are still six mains to go, a lot can happen," Adams said.

Standing in the first slow was Jensen, Thompson and Fred Trautmann. The second slow heat standing saw Hoffmann take first followed by Thompson and Jensen.

Following Unger in the first fast heat were Oelke, Glenn and Kevin Peltier.

The second fast heat was captured by Oelke with Glenn in second followed by Unger and Peltier.

Adams won the trophy dash with **Eritsma** in second and Hamberg in third.

Order of finish in the main was Unger, Glenn, Oelke, Thompson, Hamberg, Hoffmann and Trautmann.

Glenn and his crew won the tire change with Trautmann's team second followed by Hamberg.

Next race date is July 16 with the demolition derby featured as the novelty event.

Glenn leads the points race with 76 followed by Unger with 58.

Hamberg holds down third with 50 and last year's runner-up Thompson sits fourth with 48.

Fifth place is occupied by Hoffmann with 45 points followed by Jensen and Oelke in sixth and seventh respectively. Jensen has 43 points and Oelke has 42.

Lorne Fortier and Adams are tied in eighth place with 33 points apiece.

Eritsma is next with 26 and Trautmann is one point behind with 27.

Gary Spindoff has five points and Wally Mills and Sandy MacDonald are tied in the cellar with four points each.



Super mods return to Speedway this summer.

Racing fans get variety

By MIKE REAUDIN
of our staff

Grande Prairie stock car club is moving closer to its goal of attracting drivers from all over the Peace Country.

Club president Ben **Prilama** says they plan to have three home and home race dates against clubs from Fort St. John and Dawson Creek this season.

"Dawson Creek has guaranteed 10 cars and Fort St. John seven cars," says **Prilama**. "Our basic goal has always been to get out of town participation. For the first time you can expect to see 20 cars on our track."

"Next year we hope to host the 82-83 dirt championships in Grande Prairie."

He says the out-of-town competition is only one of a number of improvements this season, which begins at the Grande Prairie Speedway May 10.

The club is offering more prize money to the field of 20 cars and has also spent \$2,000 on improving the track, which was plagued by vandals last season.

FAST TRACK

"We put guys up and leaved everything off," says **Prilama**. "Now it'll be under our control. It'll be one of the fastest tracks ever."

The club has also added a seven-member board of directors to help the executive spread the workload around.

Prilama says he expects a field of about 15 cars again this season. Four drivers — Lorne Fortier (34), Fred Trautman (20), Gerry Adams (98) and Wally Mills

(40) will not be back this year but their spots have been filled by four rookies.

Prilama says he is unsure whether or not Gordy Glenn, reigning champion for the past two years, will be back. Apparently Glenn may spend more time with his portable welding business this year, says **Prilama**.

"If Gordy doesn't run the man to catch will be Al Oske," he says. "He's a tough one to beat, there's no two ways about it."

THOMPSON FAVORITE

Oelke finished second last year after winning the championship in 1981. Another potential favorite is Neil Thompson, who has a new car this year. However, most drivers have spent all winter overhauling and tinkering with their cars.

"When we first started (eight years ago) we didn't take the cars out until one month before the season started," says **Prilama**. "Now guys start pulling their cars apart the day after the season ends."

All cars must pass a safety inspection by the club's technical committee before they can run. **Prilama** says the cars undergo a careful scrutiny.

Drivers will also see a new face as flagman this season. Fred Turgeon, a former super stocks driver, replaces Ivan Nilsson.

Also included in this year's schedule is the return of the super modified sprint car circuit. **Prilama** says this year the 'mods' will bring their own officials to help avoid the numerous delays which slowed the event down last year.

Speedway has a new look

Things just won't seem the same around the Grande Prairie speedway this year.

When the Grande Prairie stock car club begins its fourth season Sunday afternoon (5 p.m.) only five cars from last year will be in the estimated field of 20.

It may also be the last race for two-time defending champion Gordy Glenn, who hopes to sell his popular car No. 88 and retire this season.

"I end up working away from town quite a bit," says Glenn, who edged Al Oelke for the over-all points title on the final day of the season last year. "I want to spend more time at home with my family this year.

"I also wouldn't be able to

put a complete effort into it and that wouldn't be fair to my crew or my sponsor."

Glenn's retirement means Oelke, in his 71 Dodge Dart (No. 77), who won the championship in 1978 and came on strong in the second half last year to challenge Glenn, will be the man to beat.

HAD PROBLEMS

Oelke ran into problems breaking in his new car at the start last year but dominated four of the last five races to close within one point of his long-time rival. Both drivers got the black flag in the main event on the final racing day and Glenn retained his title.

Club president Bert

Fritsma says Glenn will definitely be missed. "He was a good image to have around and a helluva asset to the club," he said.

"Al (Oelke) will be hard to beat considering the way he put things all together last year."

This year Oelke is confident he can get off to a quick start. "I had a new car last year and we didn't have all the bugs out at first," he said. "My car's running well right now and I don't intend to change anything. You have to go with what works."

Oelke says Neil Thompson, always a threat to win, has a new car this year and should be tough to beat when he gets the bugs worked out.

BERT READY

Fritsma, who suffered the frustrations of breaking in a new car all last year, says his car is running perfectly this year and he'll be ready to challenge the leaders.

The only other driver back from last year is Lorne Fortier, says Fritsma.

"There'll be a lot of new cars out there," he says. "A lot of them haven't even seen a track before. It should be tense."

The veteran drivers will probably take a cautious approach with so many rookies

want to be in the middle of the pack.

"That would be suicidal as hell. It should be interesting."

GOOD TEST

Fritsma says the rookie-laden race will be a good test for the veterans, who'll have to prove they can drive through trouble spots.

Flagman Ed Turgeon, also making his debut Sunday, will be less lenient with the experienced drivers, says Fritsma.

"It's hard to predict how fast the new guys progress," he says. "It depends on the car. Most of them will be relying on friends (to help set up their cars).

"There's always lots of help available. All the drivers are willing to help."

He says there should be about 12 local cars and anywhere from 10 to 20 from the Dawson Creek club, which will enter three races this year. The local club will also travel to Dawson Creek three times.

PIT STOPS — Time trials begin at 4:30 p.m. The first novelty race of the year is a media event. Miss Grande Prairie, Rosalie Wald will be participating in the ceremonies.



Bert Fritsma takes the checkered flag.

Lesser-lights start to shine

By IRISNE MOOLEYK
of our staff

The main battle in the driver standings at Grande Prairie Speedway is still between two cars, but the lesser-lights are starting to make a move.

Al Oelke, thanks mainly to his win in the main event, slumped Glen Unger's lead to 12 points as those two continue to battle for top spot.

But, the story of yesterday's racing was not the Oelke-Unger duel.

Most of the excitement was provided by the drivers further down in the standings.

Leonard Jansen, who is now sitting in fifth place with 36 points, accounted for a good portion of it.

He won both fast heats as well as the last triply dash and finished seventh in the main event.

FRIETSMAN HAS GOOD DAY

Bert Fritsma also had himself a good day. He won the second slow heat, took fourth in the first slow heat and had an eighth in the

main event.

Fritsma is in a solid third-place in the standings with 61 points.

Todd Duggan, a 10th-place sitter with 17 points, won the first slow heat while Larry McGowan took the slow trophy dash.

Brian Kanda finished second to Oelke in the main event while Jim Pierce took third. Nine cars started the main event.

Here are the results:

MAIN EVENT

(1.) Al Oelke, Alken Automotive. (2.) Brian Kanda, Makehill Truck Accessories. (3.) Jim Pierce, Towne Centre Mall. (4.) John Hamberg, North Canadian White Truck. (5.) John Fraser, North Canadian White Truck. (6.) Glen Unger, Alken Automotive. (7.) Leonard Jansen, Jansen Trucking. (8.) Bert Fritsma, City Discount Centre. (9.) Gary Spendiff, Sunrise Sheet Metal.

FAST TROPHY DASH

(1.) Leonard Jansen, Lookin' Good. (2.) Unger. (3.) Neil Thomson, Thomson Trucking. (4.) Oelke.

SLOW TROPHY DASH

(1.) Larry McGowan, Fitting Tractor. (2.)

Todd Duggan, E & E Welding & Mechanical. (3.) John Fraser, Ron Carnahan Trucking. (4.) Fritsma.

FIRST FAST HEAT

(1.) Jansen. (2.) Thomson. (3.) Oelke. (4.) Hamberg. (5.) Kanda. (6.) Unger.

SECOND FAST HEAT

(1.) Jansen. (2.) Thomson. (3.) Oelke. (4.) Hamberg. (5.) Unger. (6.) Kanda.

FIRST SLOW HEAT

(1.) Duggan. (2.) Spendiff. (3.) Fraser. (4.) Fritsma. (5.) McGowan.

SECOND SLOW HEAT

(1.) Fritsma. (2.) Spendiff. (3.) Fraser.

DEMOLITION DERRY

Winner — 5.00 Ron Speed.

Here are the standings:

1. Unger (No. 88) — 94. 2. Oelke (No. 77) — 82. 3. Thompson (No. 89) — 76. 3. Fritsma (No. 73) — 68. 4. Hamberg (No. 40) — 58. 5. Jansen (No. 65) — 56. 6. Kanda (No. 44) — 53. 7. Spendiff (No. 33) — 42. 8. Fraser (No. 28) — 37. 9. Pierce (No. 15) — 29. 10. Duggan (No. 17) — 17. 11. Hal Buckner (No. 16) — 8. 12. John Jackson (No. 71) — 4. 13. McGowan (No. 60) — 0.

Must keep nose clean

By DON MOON
of our staff

Glen Unger and Gordy Glenn, co-drivers of car No. 88, can make it official this weekend.

All whoever pilots the car at Grande Prairie Speedway on Sunday has to do to clinch the 1981 city stock car driving championship is keep his nose clean.

All car No. 88 needs to mathematically wrap up the title before the final race of the season in two weeks, is to come up with a mere four points out of Sunday's action.

Heading into Sunday's racing (2 p.m.), the Unger-Glenn duo has 148 points after eight of 10 race dates have been completed.

Their nearest rival is No. 99, Neil Thomson, who is 20 points back with 138. The most points any one driver can make at one race is 23 so it doesn't take an expert to calculate that Unger and Glenn pretty well have it in the bag.

And while most of the drivers wouldn't want to wish any bad luck on Unger and Glenn, they wouldn't lose much sleep if car No. 88 blew an engine, hit the wall or got black-flagged all day.

ANYTHING POSSIBLE

"Nobody would be terribly upset if they had to sit out for one reason or another," said Grande Prairie Stock Car Club president Bert Fritsma. "Anything is possible, anything can happen."

But, like most of the drivers, Fritsma, who pilot's No. 73 and is in third place with 116 points, is almost ready to hand the title to Unger and Glenn. Fritsma would, however, just as soon they didn't wrap the title up until the last race date

Oct. 27, just to make it a little more exciting for the fans.

And if the first-place pair do put the final lock on it early on Sunday, Fritsma feels the big excitement will be further down in the standings.

"The real racing will be the lower points people," he says. "Watch out for Oelke (fourth-place sitter Al Oelke with 98 points). He has the smallest, lightest and fastest car on the race track.

FATE DEALS BAD BLOW

"But he's been dealing with fate. He's got the black flag a lot (three main events in a row)."

The real battle could be to see who finishes from fourth to seventh behind Unger-Glen, Thomson and Fritsma.

Oelke's 98 points are only eight more than No. 65 Len Jansen and just 11 up on sixth-place sitter Brian Kanda (No. 44) and only 17 more than seventh-place John Ramberg (No. 43).

"There is going to be a lot of positions change," Fritsma says. "It's really going to provide some excitement this weekend."

This weekend's main event is sponsored by Muffler Mansion while CFGP will be sponsoring the novelty mechanic's race.

Early in October, Speedway will be hosting a \$1,000 winner-take-all demolition derby.

"A \$1,000 derby has never been held north of Calgary," Fritsma says. "They had one in Calgary for \$750 and had 50 cars."

Anyone interested in entering a car in the derby can register and pick up the rules from Fritsma at City Discount Centre.

Gordy Glenn calls it quits

Stocks roll again

By MIKE BEAUDIN
of our staff

It's official. Gordy Glenn and company will not be racing at Grande Prairie Speedway this year.

The popular stock car driver, who piloted his flashy No. 88 to five championships, sold his car to rookie Dennis Wurst and won't be behind the wheel.

Last year Glenn announced his retirement but showed up for two races as he and co-driver Glenn Unger pushed No. 88 to its third straight championship, piling up a record 181 points.

Glenn's departure leaves the championship wide-open for a field of 16 cars expected to compete for the Grande Prairie stock car club title this year.

First race of the season is this Sunday (2 p.m.) at the Speedway.

Although there are a number of contenders shooting for the top spot, the heir apparent appears to be Al Oelke in No. 77, who was fourth last year. In 1980 he finished second behind Glenn and won the title in 1978 when his rival sat out a year.

"Al has a nice, clean, fast car," says club president Bert Fritsma. "He's the man to catch of all the cars."

But Neal Thomson may have something to say about that. Thomson has been among the frontrunners for the past three years, finishing second last year, a distant 40 points behind the Unger-Glenn duo. He was third in 1980 and second in 1979.

Thomson broke in a new 1970 Pontiac Le Mans (No. 99) last year and should have all the bugs, which plague most new stock cars, worked out.

HAS IT ALL

"He's got the car and he's got the experience," says Fritsma, also rated as one of the frontrunners. Fritsma, a nine-year Speedway veteran finished fourth last year and was third in both 1979 and 1978.

"I would say Bert [Fritsma], Thomson, myself and Kanda (Brian) will be battling for the top three (spots)," says Oelke. "Breakage will make the difference."

Kanda piloted No. 44 to 116 points and fifth place overall as a rookie last season and will give the favorites a run for their money.

A big question to be answered is how well Wurst can perform in Glenn's super-machine.

"He's definitely got a good car," admits Fritsma. "It won't go as fast as when Glenn or Unger had it but if he's a good driver he should

do well."

Says Oelke, "That car is set up to drive itself. He won't do as well but he should do good."

Fritsma says all the drivers will be in for a bit of a surprise this Sunday because the track surface has been altered quite a bit. The corners have been filled in and widened to allow cars to run three abreast, says Fritsma.

"The guys will have to go out and play with their suspension," he says. "It's an entirely new surface. The guys who haven't had their cars out on the new surface yet will be in for a big shock."

SPEED NOT THE KEY

He says raw speed won't win races. The key is proper suspension coupled with good performance on the straights.



The club has also adopted a new format for determining where each car will start in the heats and in the main event. Starting positions used to be settled by time trials at the start of each day. Cars with the fastest times went to the back of the pack and the slower ones to the front.

This year, positions will be determined by each driver's standings in the point race. Cars with the most points start at the rear while the low-point men get the advantage of starting at the front.

"Nobody will be able to get a lead of 20 points (in the standings) with this system," says Fritsma. "It's impossible now."

The club has also made some modifications to the track area. The pit area in the infield has been lowered to allow spectators clear vision of cars all the way around the track and a sprinkler system has been implemented to water the surface more efficiently.

Here is the Daily Herald-Tribune's precarious predictions:

THE MEAN MACHINES

Al Oelke (77) — 1971 Dodge Dart — Al has what it takes. He's got the experience and the car to rule the roost.

Neal Thomson (99) — 1970 Pontiac Le Mans — Watch out Al; one mistake and you'll be eating the dust from No. 99.

Bert Fritsma (73) — 68 Torino GP — If Bad Luck Bert can stay away from black flags and breakdowns, he'll be in contention.

Brian Kanda (44) — 1968 Olds Cutlass — He may be a sophomore behind the wheel but he's been around the racing scene long enough to know the ropes.

CLOSE BUT NO CIGAR

Todd Duggan (17) — 1971 Nova — Picked up 50 points as a rookie last year.

Hal Bueckner (14) — 1968 Chevelle — Managed only 39 points last year.

Len Jensen (45) — 1968 Chevelle — Can give the leaders a run but is a doubtful starter Sunday. Has to be there every race to challenge.

Joe Jackson (71) — 1968 Chevelle — A rookie last year who came on strong when he raced. In same category as Jensen.

Gary Spendiff (33) — 1966 Ford Fairlane — Has run consistently in the middle of the pack.

John Fraser (28) — 1969 Olds Cutlass — Finished with a respectable 77 points last year.

John Ramberg (43) — 1968 Dodge Dart — In the same category as No. 33.

Jim Pierce (55) — 1964 Chevelle — Drives Gordy Glenn's first car. Will need a bit of old No. 88's luck.

Lorne Fortier (34) — 1968 Chevelle — Depends on how many races he starts.

THE ROOKIES

Dennis Wurst (74) — 1968 Chevelle — All eyes will be on this newcomer. He may have Gordy Glenn's winning car but he can't be expected to take his spot in the victory circle. Should be in the middle of the pack.

Harry Brightwell (68) — 1968 Dodge Dart —

Fritsma off to a good start

By MIKE BEAUDIN
of our staff

The memory of his dismal finish on the final racing day last year lingered in Bert Fritsma's mind all winter.

But Fritsma didn't spend the winter pouting over his breakdown in the 50-lap main event. He and his crew went to work.

The preparation paid off yesterday on the opening day of the 1982 Grande Prairie Speedway season as Fritsma won the main event and picked up seven points in the heats.

The veteran driver who finished fourth overall last year, leads the standings with 22 points, two ahead of Brian Kanda (No. 44) and Al Oelke (No. 77), both tied for second.

"I just let her go," said Fritsma. "All I could think about was that my axle was going to come off like it did last year in the 50-lap main. I guess we got lucky today."

Fritsma drove his 1968 Torino to a first and a second in the fast heats respectively and ran away with the main event. He started in the third row and quickly worked his way to the front, squeezing past Glenn Unger (No. 16) — driving Hal Buechner's car — on the fourth lap.

He built up a 20-car lead and sped to the checkered flag over the last 10 laps

unchallenged. He said his crew worked on his car all winter, getting it in perfect shape for the opener.

"My crew gets 100 per cent of the credit. It (the car) sure came to life today."

GROVE PLACE TO BE

A total of 11 cars out of an expected field of 13, raced before about 500 fans over an extremely rough track, which limited the field to just one groove, on the high side of the track.

"Whoever had the top groove had the race," said Fritsma.

"The track was terrible," said Oelke, who might've challenged Fritsma in the main event but spun out on the ninth lap when he was nudged by Neil Thomson coming out of the fourth corner.

"If that didn't happen I think we would've gotten him," added Oelke.

Thomson, who looked impressive in picking up seven points in the heats, got the black flag for bumping Oelke.

"I ran into Oelke a bit," admitted Thomson. "But I don't know if it was enough (to make him spin out)."

Kanda, another favorite to capture the thrown vacant when Gordy Glenn retired this year, also had an impressive start. He finished second in the main event, matching the two second-place finishes he picked up in the two

slow heats.

Under the new point system, Fritsma will have to start the next racing day at the back of all the heats and the main event. All the cars will be positioned according to their points, instead of their times in the time trials.

RACE TO FINISH

"The standings will really tighten up under this point system," said Thomson. "It looks like Bert and Oelke will be the guys to catch."

"Bert is only a couple of points ahead," said Oelke. "We can catch him. I bet it'll be a four or five car run for first all year."

"Winning today just makes me the guy at the back of the pack now," said Fritsma. "That means we'll have to work our tails off and be twice as fast now."

Two rookies — Dennis Wurst (No. 74) and Harry Brightwell (No. 11) — had problems in their debuts.

Wurst, driving Glenn's former championship car, picked up a fourth in the first fast heat but ran into mechanical problems and didn't finish the day.

Brightwell appeared to have his difficulties straightened out by the main event but lost a wheel on the 12th lap and didn't finish.

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Jansen makes good his opportunity

By MIKE BEAUDIN
of our staff

Len Jansen used to hang back and wait for the traffic to clear before he made his move.

Now he's learned that the only way to take advantage of an opening is to be in the right spot at the right time.

Jansen (45) pushed Al Oelke (77) for 16 laps, got his opening with only one lap remaining and shot into the lead to win the main event at Grande Prairie Speedway before about 300 spectators yesterday afternoon.

"When an opportunity comes you better be right on the gas pedal," said Jansen, who picked up a total of 19 points in the third race of the year. "I think he (Oelke) was worried about me being on his tail and he slipped up."

Oelke came out of the No. 2 corner a little high, allowing Jansen to sneak by on the inside.

"I didn't really think I'd catch him," admitted

Jansen. "But I noticed that he was a little inconsistent in his driving."

"I knew I was going to have to get by (Gary Spendiff)," shrugged Oelke. "I didn't know whether to go high or low. I guess I should've gone low."

IN TIE FOR FIRST

But the second-place finish didn't bother Oelke. He collected 14 points for his effort and a total of 18 on the day to move into an unofficial tie for first place in the points standings with Bert Fritsma (73). Both have 51 points.

"We went back to our old suspension," said Oelke. "We were making lots of horsepower today and the track was very fast."

Oelke and Fritsma have a slim two-point lead over Brian Kanda (44), who picked up a total of 15 points. Jansen, who started the day in seventh place, 18 points behind Fritsma, moved up to fourth spot and cut the margin to just 11 points.

Four cars — Neil Thomson (19), John Fraser (28), Todd Duggan (17) and Glenn Unger (16) — are also within striking distance of the leaders.

Unger, sporting a flashy new paint job on the car he took over from Hal Bueckner, piled up 18 points, winning one slow heat and finishing second in the other. He also led the main event until Oelke and Jansen passed him on the ninth and 10th lap respectively. Unger held on to third seat.

Bad Luck Bert Fritsma, who replaced an engine last week, discovered Thursday night his frame was shot. With no specifications to work from he and his crew managed to piece something together to at least get him on the track yesterday.

BERT NOT UNHAPPY

Although he didn't enjoy as much speed as he did in previous starts, Fritsma wasn't disappointed with his 12-point outlay.

"We knew we weren't going to be super-competitive, but we limped our way through," he said. "We were damn lucky just to finish today."

Fritsma said his crew now has the right specifications for the new frame and will have his car back in top shape for the next race on July 11.

Oelke, who won the first fast heat, probably would've overtaken Fritsma in the standings if hadn't got the black flag in the second fast heat.

He and Thomson were battling for the lead when they bumped each other coming out of the fourth corner. Flagman Sandy McDonald threw the black flag at both drivers, paving the way for Todd Daggan to pick up the victory and the four points.

"It was a touchy call," said Oelke. "But he made his decision and I have to live with it."

A field of 12 cars started the day but John Ramberg (41), making his first start of the season, was plagued with mechanical problems all day and sat out the main event.

Two do well

By DON MOON
of our staff

Grande Prairie Speedway was a one-groove race track yesterday and that groove belonged to Neil Thomson (99) and Todd Duggan (17).

And of the two, Thomson did himself the most good by moving from a three-way fifth-place tie into third place in the 14-car field.

Thomson's two fast heat second place finishes and main event win gave him 21 points for the day and 57 overall. He trails leader Al Oelke (77) by eight points and runner-up Bert Fritsma (73) by four.

"It was follow-the-leader," said Grande Prairie Stock Car Club president Fritsma. "Whoever had the groove had the lead. It was not a super great situation."

Thomson, who also won the slow trophy dash and finished runnerup to Duggan in both fast heats, has but a one-point lead on fourth-place Brian Kanda (44) who managed just six points in yesterday's fourth race of the season.

BERT NOT HAPPY

Fritsma, who was tied for the lead with Oelke heading into the weekend, earned himself 10 points but he wasn't happy.

"We had a bad day," Fritsma said. "We had some miscalculations. We goofed up. The car wasn't pulling like it should have."

Dennis Wurst (74) didn't have that problem. He won the first slow heat and finished runnerup to Gary Spendiff (33) in the second slow heat and finished second in the main event.

Third in the main went to Len Jansen (65) while Oelke took fourth, Duggan fifth, Hal Bueckner (16) sixth, Fritsma seventh, Spendiff eighth and Kanda ninth. Harry Brightwell (11) started but didn't finish the main. Duggan won the fast trophy dash.

Next race is July 25.

Here are the current standings:

(1.) Al Oelke, 77 — 65. (2.) Bert Fritsma, 73 — 61. (3.) Neil Thomson, 99 — 57. (4.) Brian Kanda, 44 — 56. (5.) Len Jansen, 65 — 55. (6.) Todd Duggan, 17 — 55. (7.) Hal Bueckner, — 48. (8.) Dennis Wurst, 74 — 44. (9.) John Fraser, 28 — 36. (10.) Gary Spendiff, 33 — 26. (11.) Harry Brightwell, 11 — 25. (12.) Jim Pierce, 55 — 14. (13.) Joe Jackson, 71 — 6. No. 43 — 0.



City Discount Centre's use of an external water supply came to a boil last night when owners Bert (right) and Wim Fritsma and their lawyer,

Darryl Carter (centre), met with police and city bylaw department officials including chief bylaw enforcement officer Bill Elder (left).

Battle brewing:

Carwash owner disputes city water restriction actions

By BRENDA BROCHU
of our staff

One Grande Prairie carwash might battle the city in court over city action taken last night to confiscate a water tank.

Bert Fritsma, co-owner and manager of City Discount Centre, said several city and police vehicles, including a paddy wagon, converged on his property yesterday evening and removed a water tank he had brought in to supply his carwash.

"I'm going to do whatever my lawyer tells me to do," he told the Herald-Tribune this morning. "But he's very bitter and I'm very bitter. I don't think they have any grounds to stand on."

Mr. Fritsma said the battle started Friday when he tried three times to contact a city official for permission to install an alternate water system. The official was unavailable, he said.

He then brought in a water tank, filled it with water from a nearby dugout and had it installed by his plumber brother Wim.

"We're in business," Mr. Fritsma explained. "The name of the game in business is to continue to exist."

When the city threatened Saturday to impound the tank, he consulted his lawyer, Darryl Carter.

The RCMP then contacted the owner of the truck supplying his tank and ordered him to remove the truck, Mr. Fritsma said.

"Monday afternoon the truck was removed by the owner of the vehicle," he said. That day Mr. Carter sent a letter to the city stating that his client was entitled to oppose the city's action, Mr. Fritsma said.

Mr. Fritsma also made arrangements that day to have another water tank dropped off. The RCMP informed him early yesterday evening that any attempt to fill the tank would result in seizure of the tank and supplying vehicle.

"At approximately 7:30 p.m. I received a phone call from the person that hauled the tank into my yard," Mr. Fritsma said. "He said he was told he had one hour to pick up the tank."

When the tank was not picked up, several city and RCMP vehicles arrived at his carwash. "The city loaded up the tank and hauled it away," Mr. Fritsma said.

"It's not my fault that the city cannot provide me with water services. That's what I pay my taxes for."

Mr. Fritsma said the city's allegation that his water system was cross-connected with the city system was incorrect. "We've totally capped off the city line."

City Manager John Burke said the city has neither the time nor the personnel to go around inspecting numerous private water systems.

"From very early on we made it very clear that we would not tolerate outside sources of water," he said. "We didn't have the time or the manpower to check the connections."

"What happened to them was not a surprise at all... Our main fear, any time you start looking at outside water sources, is contamination of the water supply."

Crew main men

Owes win to boys in pits

By MIKE BEAUDIN
of our staff

Todd Duggan didn't even take time for the ceremonial victory lap.

Moments after crossing the finish line yesterday afternoon, he grabbed the trophy, jumped out of his car and started hugging his jubilant pit crew. They had good reason to celebrate.

Duggan (number 17), starting his third season at the Grande Prairie Speedway, had just won his first-ever main event.

And he owed his pit crew a great deal of the credit.

Duggan and crew spent most of the first racing day of the 1983 season in the pits, working frantically to solve an ignition problem. He sat out one heat and didn't expect his 1971 Nova to be 100 per cent for the main event.

"A spark plug wire wasn't working," explained Duggan, who picked up 17 points on his first in the main and a second place in one slow heat. "We didn't find it until just before the main. Other than that, the handling was just super and the engine was humming good."

SMALL FIELD

A field of 11 cars, six fewer than expected, started Race One before about 400 fans.

Duggan started on the inside of the third row in the field of 10 cars in the main event. He moved into second place on the second lap and stayed on leader Dennis Wurst's (74) tail until the fifth lap when Wurst went high on number four corner.

"I think he got a bit nervous out there," said Duggan, who quickly surged ahead of the pack once he got the lead. "He's a good driver but (being in the lead) might have worked in his mind a bit. It happens to everybody."

"I had a low tire," explained Wurst, who enjoyed an excellent outing, picking up 20 points on two first places in the slow heats and a second in the main. "And I also got a bit careless."

Wurst, in his sophomore season, is tied with veteran Al

Oelke (77) for first place in the club standings. Both have 20 points. Duggan is second with 17 followed by Bert Fritsma (73) with 15. Oelke won both fast heats and finished fourth in the main.

After dropping into second in the main, Wurst quickly gave up trying to catch Duggan. He had bigger problems in his rear view mirror — Fritsma and Oelke. The two veterans pushed Wurst the rest of the race but couldn't find an opening.

HAPPY WITH SECOND

"I felt them there," sighed Wurst. "Second place was good enough."

Fritsma was another driver who owed his pit crew a bonus. He was in and out of the pits all day with a series of problems — a broken clutch, faulty steering and suspension troubles.

After posting the fastest time in the trials, Fritsma spun into the field coming out of corner two during the fast dash, losing his clutch in the process. But he managed to get back on the track to take third in the first fast heat. He sat out the second fast heat so he'd be able to run in the main.

"I have to give 100 per cent of the credit to my pit crew for keeping us in today," said Fritsma, who was trying to work the bugs out of his new 1977 Cougar right up until the start of the time trials. "This is the first time we've had it out. Just wait until we get the bugs worked out."

Almost everybody in the field — which included five rookies — had problems. Only five cars finished the main. Neil Thomson (99), who had six points, on two second places in the fast heats, going into the main event, got the black flag early in the race.

The points battle for the season championship is shaping up to be one of the toughest in years. Duggan, Wurst, Oelke, Fritsma and Thomson all appeared closely matched in Race One.

PIT STOPS — Fritsma, the club president, said he expects six more cars out for the next race in two weeks. He said 17 cars have registered.

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Crucial year for Speedway

By DON MOON
of our staff

Will stock car racing survive in Grande Prairie?

That question will be answered this year.

The 1984 stock car racing season is a very critical one for the Grande Prairie Stock Car Club.

"We're going through turbulent times," says club president Bert Fritsma as the club prepares to open its season on June 10 at Grande Prairie Speedway. "This will be our most crucial year ever."

The GPSCC, which just a few years ago enjoyed capacity crowds at almost every race as well as a full slate of 15-20 cars, has fallen on hard times of late.

Crowds in 1983 were down considerably over previous years, there were no sellouts and only about a dozen cars competed on a regular basis last season.

Fritsma blames it on the economy. "The recession isn't giving us much of an edge," he said. "The fewer businesses the less chances there are of getting someone to sponsor your car."

To start off the year things aren't looking much better as far as numbers

of cars are concerned.

Only about 10 cars are expected out for the season opener, but Fritsma says there could be more as the season goes on.

"There is potential for an additional four cars," he says. "There are rumours all over town about guys building cars. I feel confident more cars will show up."

One thing the GPSCC doesn't lack is confidence and Fritsma leads the club in that area.

"You have to be positive," he said. "I anticipate having a good year."

"If stock car racing dies again in Grande Prairie it'll be gone for another 10 years. We've got to keep it alive."

In an effort to try and lure fans back, some changes have been made this year.

The women will get into the act often. Every race meet — there are 10 of them in total — there will be a powder puff competition, points will be kept and at the end of the season a women's champion will be declared.

"We wanted to get the women involved," said Fritsma. "This way they can be a regular part of the racing card."

Another change is a switch in race days. Five times there will be racing on

Wednesday nights, four times on Sunday afternoon and once on Saturday. In the past almost all the races have gone on Sunday.

Fritsma said the switch to Wednesday nights on a regular basis will allow people who couldn't get out on weekends to take in the action.

Spectators will get their biggest treat of the season the first weekend in July when Speedway hosts an invitational meet.

Five out-of-town associations have been contacted and already three have indicated they will be sending cars.

Fritsma says as many as 40 cars could be involved in the two-day event including regular stocks, super stocks, sprint cars and minis.

"We've never been able to put on a two-day competition before," said Fritsma. "A clay composition track usually isn't the best type of surface for a two-day meet, but it's the best we have and we're going to go with it."

CLAY BREAKS UP

The reason a clay-topped track is usually not used on back-to-back days is because it breaks up and usually takes a lot of grooming to be put back into

shape. Fritsma said, if needed, organizers will stay at the track all night after the first night of racing to ensure it is in good shape for the Sunday races.

Other special attractions offered this year include a tire change race, mechanic's race and spectator races. The spectator races involve having the drivers go into the stands and pick out, at random, a spectator to race their car for one event. There will be two spectator races this year.

"We're trying to get more crowd support," said Fritsma. "We want to get people out to the track."

"There's a lot of changes being made. We're trying to give people a variety. I think it's good."

Fritsma also said he feels getting other Peace Country centres involved in the sport could be a key to keeping the sport alive in Grande Prairie.

"We have a hard core of seven or eight guys but you can't do much racing with seven or eight cars," he said. "Last year we anticipated two or three cars from Peace River but that didn't pan out."

If the season doesn't pan out, the writing could be on the wall for local stock car racing.

Fritsma, Wurst locked in battle for first

By DON MOON
of our staff

Heading into the fifth Grande Prairie Stock Car Club race card tonight (7 p.m. at Grande Prairie Speedway) most eyes will be on Bert Fritsma (No. 73) and defending champion Dennis Wurst (No. 74).

The two veteran drivers are currently locked in a tie for first place in the driver standings with 67 points each. But they won't be the only ones getting attention.

Fritsma, who is also the club president, has promised the fans something extra tonight. And it has nothing to do with his car No. 73.

"There will be at least two jalopies there," said Fritsma. "We're going to break them in and see what they can do."

The cars in question are basically street stock vehicles with roll cages. It's a no-holds-barred type of racing.

"Anything goes," says Fritsma. "The more crashing and banging the better. It's an animal show. It'll give people something else to see."

NEED MORE CARS

But what most people would like to see is more cars out in the standard stock car racing.

So far only nine have showed up this year which is dangerously close to the minimum. Some years as many as 20 cars have been involved at one time.

And while a small number of cars might be more exciting for the drivers giving them a better chance of winning the championship, the low number of competitors

has had an affect on the fans. Attendance has dwindled over the past couple of seasons.

To enhance the spectator appeal the club decided to get the jalopies involved. But with just two expected out tonight that idea may be a short one if those vehicles get banged up.

A powder puff has also been added to the regular agenda and will be held again tonight. Tonight's special race is the Bronco Tire tire change race.

The regular stock total may rise to 10 tonight, according to Fritsma.

"Rumor has it that Neil Thomsen will be out," said Fritsma of veteran driver Thomsen who has not yet competed this year because he has been working out of the city. "He has been working on his car for the last couple of days."

If Thomsen does return, he will be driving on a new and improved track.

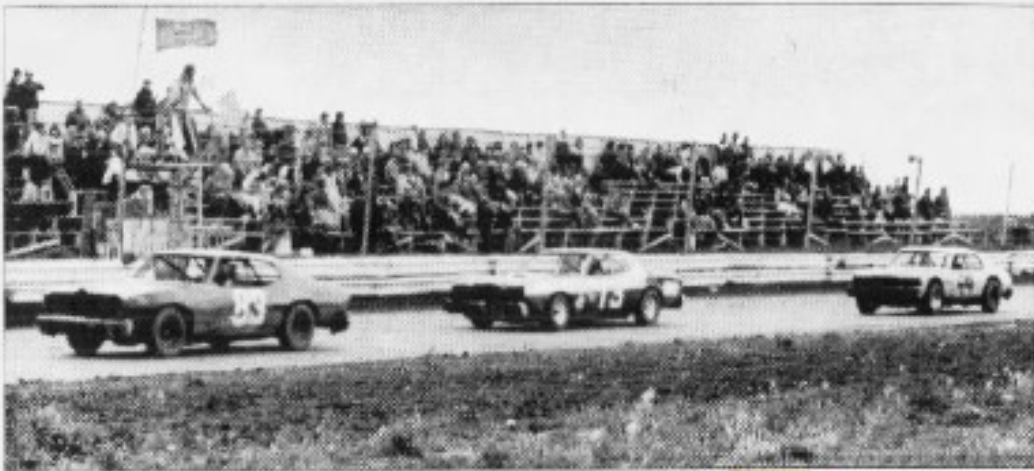
"It (the track) is super hard and super smooth," said Fritsma. "It's going to be a fast track. They took the angle out and we now have three or four grooves to pass in on the corners instead of one or two. The track is starting to shape up."

The current standing are as follows:

(1.) Bert Fritsma (No. 73) and Dennis Wurst (No. 74) — 67. (3.) Al Oelke (No. 77) — 66. (4.) Rollie Lint (No. 55) — 60. (5.) Sherwin McCom (No. 44) — 55. (6.) Rob Pinfold (No. 28) — 52. (7.) Gary Spendif (No. 33) — 51. (8.) Craig Waldriff (No. 83) — 33. (9.) Ken Huiet (No. 96) — 23.

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Sherwin McKone (No. 44) finished the main behind Craig Waldroff (No. 83) and Bert Fritsma (No. 73) but it was good enough to give him the stocks title.

McKone's race plan has perfect ending

By GLEN MILLER
Herald-Tribune staff

Sherwin McKone consummated his game plan to win the Grande Prairie Stock Car Club championship yesterday afternoon at Grande Prairie Speedway.

Using some great tactical driving, McKone eventually brought his No. 44 car up to a third place finish from the back of the eight-car field in the 50-lap main race to win the overall stock title.

He finished one point ahead of Bert Fritsma (No. 73) in the overall final point standings. Fritsma went into the final day of racing sitting third overall.

The battle for McKone, the club president, was to gain enough points in the two fast heats and the main race to hold onto first place. He was pushed all the way.

"Made it!" McKone said with a big smile after climbing out of his mud-covered '73 Chevrolet Nova at the end of the day.

"When I finally got through the traffic, (Craig) Waldroff and (Bert) Fritsma were quite a ways ahead of me. I had to catch up to Fritsma in case he went by Waldroff because then that would have tied him (Fritsma) with me, so I had to stay right on his tail. Whatever he (Fritsma) did I had to do as well."

DID SOME DODGING

Throughout the main, McKone had to play the role of the artful dodger. It meant avoiding a collision which could knock him off the track or a self-induced wipeout. At the same time, he had to find a way to get up with the front-runners. He knew in all probability that he had to finish no worse than third in the main if he was to secure the championship.

Also wearing a smile after the main was its winner, Waldroff (No. 83) who did a masterful job of feeding off Fritsma for the whole 50 laps.

"I knew Fritsma was there all the time," Waldroff said. "I didn't realize I was taking him out or anything. I was just drifting high on the corners just like he was. I just wanted to keep an even pace."

"I just wanted to make sure I didn't drift too high, and let him in on the inside of me. It was a snarliest race I've ever run."

Meanwhile, Fritsma was proving himself to be the speed king on the track. His new car — a 1992 Grand Torino Sport with a 302 cubic inch engine — was clearly the track star of the day. He had the fastest time in the time trials clocking a 21.986. And he won the first and second fast heats with ease.

But it was in the main that he really wanted his car to take care of business.

FRITISMA CLOSE

"Yeah, I would have liked to have won the 50-lapper," Fritsma said, "but I stayed behind Waldroff. I knew I only had one or two points to make up on Sherwin (to win it all), so I was hoping someone else would have passed (McKone). It didn't work out."

"For, if Waldroff would have made a mistake, I could have duced him on the inside. He didn't."

Like he had said before, McKone's primary concern wasn't winning the main but finishing well enough to stay in first place.

"I was willing to sit there (in third) as long as Waldroff didn't let Fritsma by," McKone said. "The old girl run good, though. It just started to come alive again. I don't know what it was."

McKone was a nervous wreck before the race. And perhaps even adding to the drama

was that race day No. 1 had to be pushed from Saturday to Sunday because of rain.

There were several delays before the main got rolling along. Mainly it had to do with Dennis Wurst (No. 74) who had been scrambling back and forth throughout the pit area trying to find the necessary parts to make his machine roll.

It made it out for the race, but eventually Wurst had to relegate his car into the pit, strolling over and helping him with repairs was Rolly Lint (No. 55) who suffered a more cruel blow than anyone on the final day.

Lint was tied with McKone going into the final day, but bad luck plagued his car during the time trials. The timing gear malfunctioned and, unlike Hungry Dumpty, it could not be put together again to enable Lint to race in the main which he so badly wanted (and expected) to win.

"We got the timing gear changed and everything else back in there (the engine)," Lint said after his car had been put to rest. "We were hoping to get it ready for the main, but it wouldn't go."

"It's just bad luck, it happens ... them's the breaks."

Lint, who was last year's stock winner, says he'll be back next year.

One man who isn't so sure is McKone, who had said last week that he was pretty sure he was going to take time off from the sport for at least a year.

"I don't know now, we might have to come back and defend this," said McKone. "They (his crew) want to go now, so we'll have to see."

CREW A BIG HELP

McKone said his crew — Joe Schrader, Bryan Dobb and Don Trach — contributed significantly to his win.

"They worked really hard for me."

Dave McDermott (No. 45) won the stock car club's first-ever thunderbuggie championship. Thunderbuggies was a new class introduced this year. McDermott used a theory similar to McKone's — finish well enough to keep your overall points lead. Like McKone, he finished in third in the 25-lap final, but won the title. He finished the season with 27 points to Garth Bowker's 35. Bob Corry (No. 66) won the thunderbuggie main event.



McKone: New champion.

Fans love to see cars banged up

By GLEN MILLER
Herald-Tribune staff

It's amazing how people shudder at the sight of seeing cars bang into each other by accident on a street, but then will flock to a track to see the same thing.

Many Grande Prairians (if past attendance is any indication) will be heading out to the Grande Prairie Speedway on Sunday at 2 p.m. when the annual Demolition Derby unravels itself.

Like watching a good horror show, there's something that makes the blood curdle when seeing a grill turn into into a warted face of evil.

"If people want to see a real class animal act which is very well organized, and see cars just ending up looking like things, then they should come down to the Speedway," says Bert Fritsma, one of the organizers.

If there ever was a vote on the spectator's sport of sports, demolition derby enthusiasts would place it near the top of the list. The sight of wreckage will no doubt see wide-eyed fans going crazy about men in machines — turning their once smooth bodies of steel into a metallic nightmare.

And before the twenty or more (the figure may hit 30) cars take to the bang-up, a few laps around the track is a must if a driver is to qualify for the demo.

In what are called "heat races," the cars must first move around the track frontwards — and when a driver wants to pass someone — he must bang into a car. They then do exactly

the same type of driving going backwards. It should bring new meaning to the phrase "fender bender."

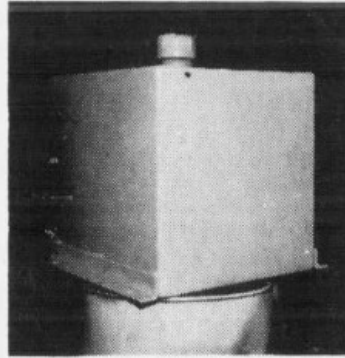
Drivers must race in at least two of the three heats.

Trophies will be given out to the winners, and according to Fritsma, if drivers have some grudges toward each other after the official heats are over, they can all throw in a few bucks and have another race. Who knows? The winner may have just enough to buy another car.

In the demo game, drivers bring some cars out that most of us would think are beyond the point of no return. They can run anywhere from \$50 to \$500.

The problem is once a driver gets a wreck, he has to further dismantle his car before its ready to race. This means knocking out all the windows, door handles, knobs and any burnable items.

"We do this to protect the drivers so that nothing can fly around out on the track and injure someone, or anything



... a demolition tank

from flying up and hitting a spectator," Fritsma says.

There is one item that could fly out, but cannot be afforded to be taken out. The keys. Fritsma tells why.

"There was this guy a few years ago who was driving in the demo and thought everything was going pretty good for himself until someone gave him a good smack and his keys

jumped out of the ignition.

"He looked for them on the floor and still couldn't find them. He lost the race when he thought he had it won."

Now drivers wrap a wire around the ignition to keep the keys in.

Another safety measure (but not mandatory) is the use of a roll cage. Drivers are urged to use them, but not all do, Fritsma says. As well the gas tank must be situated in the back seat of the car to avoid an explosion from a bad bump.

Demolition derbys have been running in Grande Prairie for at least 10 years, Fritsma says. But in the past, there were often three or more run during the stock car season, but not any more.

Fritsma says the Grande Prairie Stock Car Club is trying to get people into stock car, thunderbuggie or demolition driving.

It's too expensive for drivers to enter two classes of driving like stock cars and driving in a demolition, so it's a case of one or the other now.

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Staff Photo by Randy Fouts

A track official races to help Kerry Reeve and his rolled thunder buggy

Opening stocks race has thrills and spills

By RANDY FOUTS
Herald-Tribune staff

The excitement came loud and fast yesterday at the Grande Prairie Speedway as the first stock and thunder buggy races of the year unfolded to the green flag.

The loudest and fastest of the stocks were the vehicles of Bob Fritsma, Al Oelke and Rolly Lint as the three settled into heated competition throughout the afternoon.

Although Oelke has the overall points lead for taking the checkered or being close to it, Fritsma claimed the main event going away and Lint proved that his new car would be formidable.

This season the door was opened for headers to increase the horsepower generated and the introduction of a minimum wheel base of 308 inches.

Lint's new Camaro and its 283 engine met all the minimums and he let everyone on the track know he was going for the maximum in the time trials by completing the three-eighths mile oval in 21.57 seconds.

And in case anyone didn't get the point, he promptly went out and won the fast trophy dash.

"It's fast and it's tight," said Oelke, who seemed to have a personal duel with Lint over the course of the afternoon, of Lint's car.

"Pretty good coming out of the box," said Lint of his number 55 which he and his crew had plowed 50 hours into in the previous three days. "We're chackling to ourselves it's running so well."

However, past-champion Oelke was to have the last laugh on the day as he had a first-place finish in the initial fast heat, combined with second to Lint in the second fast heat and a second to Fritsma in the main event, to rack up a 21-point total.

Like the previous two fast heats, the duel between Oelke and Lint was to highlight the race but it was Fritsma's early break from the pack in the fourth lap that gave car number 73 the checkered flag. Oelke held off Lint in the straightaway to nail second place.

"I was hoping I was going to shake them," said Fritsma, who was audiered in the third hole behind them in the previous two heats. "I didn't really know where those two guys were. I knew Al was either just behind or on my bumper, but I wasn't going to take

any chances."

On the day, Fritsma garnered 39 points to finish two back of Oelke and one behind Lint (30).

Doug Small won all three slow events and finished fifth in the main event.

In thunder buggy competition, Harve Egglestone laid the groundwork to repeating as champion by winning the fast heat and main event. Steve Mandle won the slow heat and finished third behind Garth Bowker in the harrying main event.

Although seven buggies started the day, there were only four that could answer the bell for the main event and that number would be down to two before the first lap was completed.

Two spectacular crashes by Kelly Montgomery and Kerry Reeve eliminated both of their cars before the flagman could wave the green a second time. Reeve, who started the event at the pole position was ridden off the inside and then hammered into a roll manoeuvre in the first turn.

"It's not bad," said Reeve of the adrenaline surge that goes with a roll. "You've already got hold of that steering wheel and you just hold on more. Wow, what a ride."

The rollover brought the crowd of 500 to its feet and before the first lap was completed the red flag would be brought out again for Montgomery who needed to be checked out by the paramedics before returning to watch the remainder of the race.

In ladies stock car action, Kim Ramberg demonstrated that she too, could handle Lint's Camaro by edging Alice Pinfild for top billing. Melissa MacKay finished third with Brenda Brough rounding out the small field of drivers.

Car number 55 was to take the checkered in the mechanics novelty race as well as Dave Patterson roared the day's most successful car to the flag.

The combination of a bit more daring and headers has put the new stock car season on a plateau where the vehicles and drivers are willing to hit speeds which the track can't supply.

Prior to the next race day on Sunday, June 8, plans are to bank the corners more thereby reducing the length of the straights to further enhance the speed and excitement this year's rule changes have introduced.

Accident mars Lint victory

By MONTE STEWART
Herald-Tribune staff

The dust has settled at Grande Prairie Speedway.

But Rolly Lint's overall lead is so big that only one driver has a legitimate chance to steer through the cloud of also-rans and steal the 1987 season title from the defending stock car champion.

Lint's Camaro, battling dust and crashing vehicles, came from the back of the pack to claim the 20-lap main event before a near-capacity crowd of about 500 roaring race fans Sunday.

"The track dusted up," said the 29-year-old Lint, who also won the fast trophy dash. "It was quite nerve-racking out there, really touchy."

Yet, he is not in danger of being bumped off the top.

Neil Thomson has the only realistic chance to catch Lint when the Grande Prairie Stock Car Association wraps up its season Sept. 26. He trails the leader by 14 points while the remaining contenders are at least 20 points in arrears.

Thomson couldn't gain as much ground as he would have liked Sunday as mechanical problems dropped him out of the top five finishers in the main event.

Art Ardell finished second while Al Oelke, winner of one of the fast heats, was third in the main that featured thrills and spills.

ACCIDENT SCORE

Two drivers went to hospital after a head-on collision on the one-two turn. Craig Waldroff of Grande Prairie suffered a hairline fracture of the vertebrae while Pete Baker of Hinton suffered whiplash.

Both drivers were taken to hospital as a precautionary measure and released later Sunday night. Waldroff's injury could prove to be more punishing in the long run, however, because he has had back troubles in the past, said Lint.

Another Hinton driver, Ken Clark, was also involved in the collision but he emerged unharmed.

"I was in a couple of altercations, nothing as serious as the other guys, but you still feel them," noted Lint, who gained ground on the crash corner.

"I must have got at least six cars in the

one-two turn. I was far enough back that I seen what was going on."

Veteran driver Ben Fritsma felt the GPSA was "damned lucky" that the drivers didn't suffer serious injuries. He said the cars' safety features aided the drivers.

"I think it's suicide," said Fritsma, referring to the clouds of dust. "Under no circumstances should you force anyone to race in those conditions."

However, he said that the club as a whole and no one person was responsible for the decision to race. There was no use pointing any fingers, he suggested. The lesson was learned.

"Literally, one thousand dollar bills got destroyed."

Oelke agreed with Fritsma's assessment that it was foolish to race in such poor conditions and said the track should have been watered down at intermission. But Fritsma said water wouldn't have helped matters.

"You could have put all of Lake Erie on there and it wouldn't have done any good," quipped Fritsma, whose hopes of victory went up in smoke when his engine blew a connecting rod bolt and forced him out of the race.

Lint, who also won the season crown in 1984, echoed his sentiments.

Beginning in last place by virtue of his top standing in the season race, the defending champion meandered through flying dust, relying on his windshield — a component which some drivers don't utilize — to maintain visibility and keep the track debris out of his face.

Although Thomson remained a threat, Lint solidified his hefty bulge over third-place Oelke and rendered fourth-place Fritsma and all other drivers out of mathematical reach. Fritsma now trails Lint by 31 points and stands to gain a maximum of 23 — as long as he wins all three point-races — in the season finale.

Oelke, 20 points off the pace, has all but conceded the title, setting his sights on second overall.

RAMBERG WINS LADIES

Meanwhile, dust might have hindered Kim Ramberg's performance on



the final day of ladies' stock car racing but she still claimed her second straight ladies' overall title.

"It was nice to win (because) this was my last year of racing," said Ramberg.

The 28-year-old used Lint's Camaro this season but the well-tuned vehicle didn't help her Sunday. She finished last in two races and hung on to her title by the slimmest of margins — a single point — over Sherri Reeve.

"I was kind of worried that (Reeve) would take it," said Ramberg, who was held pointless.

Reeve's chances looked non-existent going into the day. She trailed Ramberg by 28 points but gained 27 by finishing second in one race and third in another.

Brenda Brough, who won the overall ladies' crown in 1985, won yesterday's scheduled 15-lapper while Reeve's second place finish dictated a similar position in the final standings. Val Gray won a 10-lap contest that was postponed from Aug. 16 because of rain while reserve driver Deaya McCullough took second ahead of Reeve.

Gray reaped more rewards as she claimed the ladies' thunderbuggy championship, edging Cheryl McKenzie, winner of Sunday's 'buggy race, by a single point.

In men's thunderbuggy action, Gord McKenzie captured the checkered flag in the main event and one of the trophy dashes. Wade Johnson, who won the thunder heat, took second in the main.

Ken Grubisich finished ahead of everybody else in the other thunderbuggy trophy dash.

In other men's stock car action, main event fourth-place finisher Rob Pinfold won the slow trophy dash and one of the slow heats while Kelly Montgomery was victorious in the other slow heat.

Businessman will fight eviction

By LEIF SOLLID
Herald-Tribune staff

The owner of a local street sweeping company said yesterday he may take the city to court if it doesn't allow his business to operate at its present location.

Falcon Enterprises, of 9902-109 Ave., was ordered yesterday to halt business and vacate its premises because its operations are contrary to a city land use bylaw, the Development Appeal Board ruled.

But Bert Fritsma, a partner in the company, vowed he wouldn't give up his fight and said a court battle is possible.

"I guess I just keep on appealing the doggone thing until it is rectified," said Fritsma when notified of the decision.

"There is no way we are prepared to leave it that way. It just can't be done," he protested. "There is room for negotiations and there must be gross misunderstanding on their (the DAB's) behalf."

Fritsma said in an interview he would consider legal action, pending discussions with his lawyer.

The DAB's ruling was the third such decision against Falcon Enterprises in the past year.

Fritsma's troubles began early last year when area

residents complained his heavy machinery was making excessive noise and was keeping them awake at nights. Neighbors also complained his business was an eyesore.

The city planning department investigated and found the company was breaking land-use bylaws. The area is zoned C-6 (commercial service district) and only allows property that is highly developed. Falcon Enterprises was judged to be industrial in nature.

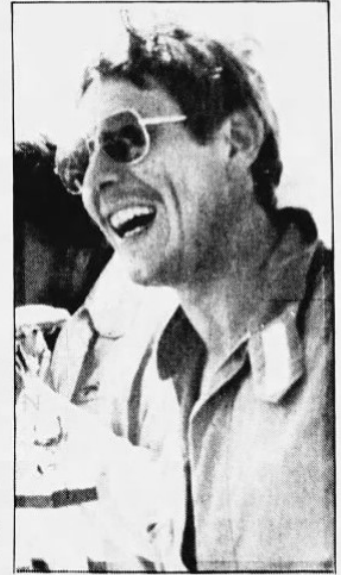
In March, the company was ordered to cease operations and vacate the building. Falcon Enterprises then made application to the MPC for a development permit for "warehouse and storage" purposes.

The MPC refused the development permit. In May, Fritsma appealed to the DAB; his appeal was denied.

Once again, Falcon Enterprises was ordered out. This time, Fritsma made an application to the MPC for a "property maintenance business." The MPC refused and so did the DAB when Fritsma appealed.

At that hearing, a city homeowner argued the company was an eyesore and said its operation threatened neighborhood property values.

Since then, Falcon Enterprises has continued to operate out of the building. A brief to the DAB yesterday said the company had been trying to relocate but couldn't because of financial considerations.



BERT FRITSMA

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Bright lights, big trees



Staff photo by Christine Vanzella

William **Fritsma** of High Line Maintenance uses a cherry picker to hang Christmas lights in the trees between 99 and 100 Aves. The city is also hanging Christmas wreaths and banners around town for the holiday season.

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Lambert John Fritsma (Opa) 79, of Grande Prairie



March 10th 1923
- June 27th, 2002

It is with deepest sorrow that we announce the passing of our beloved husband, father and Opa; longtime

resident of Grande Prairie.

Lambert immigrated from Holland in July 1957 with his wife and four sons. It was his wish to pass away at home in the presence of his family. On Thursday, June 27, 2002, at 11 a.m., Lambert passed away peacefully after a courageous battle with cancer, at the age of 79.

Lambert will be sadly missed and leaves to mourn his loving wife of fifty-eight years, Cornelia. His

sons Gerald (Liz), William (Eunice), Bert (Pam) and Andy (Marianne).

His grandchildren Trevor (Gina), Corrine (Chris), Andrea (Cory), Jennifer, Dean and Kimberly His great grandchildren Curtis, Cameron and Madison. From Holland, sister Ida (Joop), his brothers Gabe (Bep), Gerald (Fred) and Meinert.

As well as numerous friends and acquaintances.

With his family at his side, Lambert John Fritsma was cremated on the 28th of June at 5 p.m. at Oliver's Crematorium in Grande Prairie, Alberta.

There will be a gathering for family and friends at the family home on July 6, 2002 between the hours of 1 and 5 p.m.

**OLIVER'S GRANDE PRAIRIE
FUNERAL CHAPEL
& CREMATORIUM**