

10 CENTS

the village

Voice

A WEEKLY NEWSPAPER OF GREENWICH VILLAGE

Copyright, 1957, The Village Voice, Inc.

Vol. II, No. 38 • New York, N. Y. • Wednesday, July 17, 1957



AN ARTIST VIEWS THE VILLAGE AUTO RALLY

'Let's Stamp Out Cadillacs,' Say Village Rally Riders

If anyone doubted that auto rallies are totally unrelated to the kind of mayhem that goes on periodically at Le Mans and Indianapolis, his doubts would have been set to rest last Sunday afternoon. The man who walked off with the trophy at the first Greenwich Village Auto Rally had his wife sitting next to him as pilot and his 74-year-old mother in the back seat as a passenger.

The Voice-sponsored rally, which began and ended on Washington Place, just west of the Square, drew a crowd of onlookers that had probably never seen such an array of foreign and sports cars in one place. The sporting fraternity made no effort to hide its scorn for run-of-the-mill conveyances. A sticker carried by one emblem-studded Jaguar read: "Help Stamp Out Cadillacs."

Two-Foot Trophy

Gathering the contestants around him, Rally Steward Jean Shepherd wondered aloud what a man in a one-room apartment on MacDougal Street would do with a two-foot trophy. Slouching down in the opulent simplicity of an MG, one driver mumbled: "Who lives in one room on MacDougal Street?" Which seemed a fair estimate of the group.

"You know what it takes to win a rally? Great reflexes and a maneuverable car," one girl remarked rather pointlessly to a lip-biting driver moving up to the starting line. "Don't talk to the driver while the bus is in motion," he said, cutting her off. What's a rally? A timed contest in which all the contestants must obey the rules of the road.

At the Village rally, each pilot

was handed a sheet of about 100 instructions, just a minute before take-off. From there on, and for the next hour or so, each car wove the most intricate pattern of travel through the streets of lower New York that could be devised.

The first man to win a prize was Bruce Gornick, of California, who picked up the best poker hand—a card at each check-point—of anyone in the rally. Gornick, who heroically drove his DKW without a pilot, had his loneliness assuaged with a case of Heineken's Imported Holland beer.

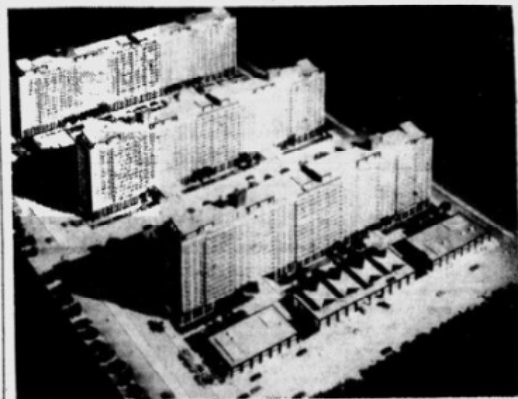
Trophy Winner

Stockbroker Werner Kramarsky, activities chairman for the Jaguar Owners' Association, acted as Rally Master, and in that capacity toted up the scores. The competitors and the rest of the officials adjourned to Slim Brundage's College of Complexes, at 139 West 10th, to celebrate the day's doings.

Top man was Bill Vaughan, who drove a Skoda 440 with his wife LaVerne piloting and the senior Mrs. Vaughan in the back seat. Vaughan, who runs the Continental Car Combine, 1741 Broadway, had the satisfaction of seeing the car he has the agency for bring home the prize. Henry White, also with his wife as pilot, took second place in a Jaguar. Third prize went to college student George W. Prins, with Dick Wong, who is on the editorial desk at International News Photos, piloting the MG 'A.'

The Jaguar Owners' Association supervised the rally and supplied the officials. Beside Kramarsky, Al Kalet and Phaine Engle were responsible for making the rally a success and keeping it cheerful.

Stoles, Scarfs, Jackets



WASHINGTON SQUARE VILLAGE: Looking north from Houston Street, this model shows the three 17-story buildings that will go up as part of the Title I apartment project. Commercial buildings and shops are in the foreground; "Fifth Avenue South" (West Broadway) is on the left and Mercer Street on the right.

Building to Begin on Washington Sq. Project

The Washington Square Southeast Title I project will get into gear next week—two years after the land was acquired—when construction will begin on what will be called Washington Square Village. The project is to be completed by August of 1960, according to the sponsors' contract with the city and the federal government.

The 2004-unit apartment project will consist of three 17-story buildings in an area bounded by West 3rd Street, Mercer Street, West Houston Street, and West Broadway. The latter is to be widened to 120 feet between building lines and renamed "Fifth Avenue South." The controversy, now waxing in the Village, over what roadway, if any, should go through Washington Square is holding up the final determination of what should be done to West Broadway.

Open Space

Only 30 per cent of the total area of the project will have buildings on it. What are now Wooster and Greene Streets will be closed to the public and become part of the ill-

terior artery of Washington Square Village. The three buildings will be divided from each other by some 200 to 600 feet of landscaped acreage, playgrounds, and parking facilities for 800 cars. Rents are expected to range from \$120 for two-room units to \$275 and upward for five rooms.

Plans for the project were made public this week by Morton S. Wolf, president of the Washington Square Village Corporation. S. J. Kessler and Sons are the architects and engineers; and the construction contract went to Paul Tishman General Contractor, Inc.

Just north of the apartment site, New York University plans to redevelop three blocks as its part in the over-all Title I project for the Washington Square area.

Photo Courses at NYU

Five photography courses will be given this fall by NYU in cooperation with the Camera Club of New

Dyed Sq. Capelet \$95 plus tax
Lips & Lips 12 E. 8 St.



KRAMARSKY and CONTENDER



SHEP READS RESULTS



H-HOUR MINI'S ONE



Voice: Gin Briggs