

## Sports Car Rallye

Someone Passed a Fazool  
In Silent Lower Manhattan

Several contestants in Sunday's Sixth Annual Village Voice Sports Car Rallye, two of them subsequent winners, nearly earned a free trip to First Precinct headquarters for mild dicing (racing) in the hushed streets of the financial district. Patrolmen in the area, unadvised as to the presence of a rallye in their bailiwick, were startled to hear the bark of high-revving engines and the squeal of tires downtown on Sunday. A quick explanation and an apologetic mien kept the

rallyists rolling onward at legal speed, but the checkpoint personnel who tended to lounge in doorways were questioned from time to time by passing officers who assume loiterers below Park Row are seeking out Bache & Co.

Many of the contestants missed the Rose Street checkpoint entirely, because of its barely visible beginnings off Park Row, and mistakenly returned to the course under the Brooklyn Bridge and around the Municipal Building, thereby disqualifying themselves as possible winners regardless of times posted at the finish line. Yet another hazard, this one unintended, was an enormous air compressor with which workmen had cunningly blocked a narrow downtown street.

Jean Shepherd was at the microphone at noon as the rallye started from the east side of



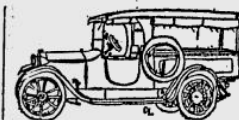
JEAN SHEPHERD at the microphone, talking, as the rallye begins.

Washington Square Park. A large crowd heard his analysis of national characteristics as expressed in automotive design and his descriptions of the 45 contending cars. Among the mechanical sights were an air-cooled 1929 Franklin Airman touring car, a 1938 DeSoto in mint condition, and Dan List's 1922 Dodge station wagon. Several elderly MG's were on hand, and the host of newer machinery included a 1962 Volvo P-1800, a 1962 Hillman Minx Special, a Daimler SP-250 roadster, and the new Austin Healey Sprite Mark II.

Several of the rallyers were equally gawkable. A red MG-A was occupied by top-hatted Nick Pinto and bearded Sam Rubin,

the latter with an enormous brass alarm clock hanging around his neck. Pinto and Rubin piloted their picturesque way into second place. With third-place navigator Suzy Aaron, they constitute the Fazool Racing Team ("No one passed a Fazool").

The terminus of the circuitous thirteen-mile rallye route was in front of the Limelight restaurant on Seventh Avenue South, where participants and onlookers quenched their thirst while waiting for results. Jean Shepherd was unable to remain for these festivities; consequently the prizes were given out by rallye-master Daniel List, auto columnist for The Voice and producer of the Voice rallyes for the past five years. For a report on the winners see his column, "Hubcaps," at right.



## Hubcaps

## RALLYE RESULTS

Last Sunday's Sixth Annual Village Voice Automobile Rallye, at which a large crowd watched a record turn-out of 45 entries, was won by Martin Capdevilla of Whitestone, Queens, in a 1961 Volkswagen Karmann Ghia convertible. His navigator was Jeremiah Reen.

Second prize was captured by Nick Pinto and Sam Rubin in a 1961 MG-A roadster, and third place went to Bill Takas and Suzy Aaron driving a 1957 Porsche roadster. This quartet gave as their address 114 Christopher Street, which turns out to be Stephan's, a West Village hang-out for sports car buffs of all persuasions.

The success of this year's rallye was due in large measure to the two registration assistants, Lillian Shapiro of Bank Street and Karen Tonkonogy of West 55th Street, and the volunteers who manned the lonely checkpoints in downtown Exchange Alley (Orrie Frutkin on foot) and at obscure Rose Street (Harold Zucker on a 1962 Harley-Davidson three-wheeler). Our thanks go too to Jean Shepherd, who has emceed the Voice rallyes since their inception in 1957, and to the personnel of the Limelight, which accommodated an overflow crowd at the award presentations Sunday afternoon.

## Contest of Skill

The Village Voice Rallye, now an annual summer exercise in motoring exactitude, was originally established to fill up the July dog days with a scene for local sports car buffs. It has since grown in stature, and now draws motorists from all over the city. The Voice rallye is a relatively simple contest of skill, requiring attention to the clock and a long, detailed instruction sheet. The driver and navigator who arrive at the finish line closest to the time limit calculated by the rallye-master are the winners.

To achieve a perfect score in the Voice rallye, it was necessary to average 13 miles-per-hour through many complicated streets, signals, and switchback lanes in a period of exactly sixty minutes. The winning team completed the course in a trifle over 65 minutes, and the final stragglers finished 150 minutes after they had begun.

Winning drivers received engraved trophies provided by The Voice; navigators were given sports car recordings by Riverside Records, which also gave rebroadcasts to fourth, fifth, and sixth place finishers. The grand winner received in addition three miniature sports cars from Lesney Match-box Toys and a roof carrier rack from the Race and Rally Shop of Bank Street.

During the rallye, all contestants received playing cards along the route. The best resultant poker hand, held by Jim Kleckner of Great Neck in a new Studebaker Lark convertible, won a free lubrication and oil change at the 540 Hudson Street gas station. A booby prize for dead-last-but-qualified went to Bill Smith of New Jersey, driving a 1960 Austin Healey Sprite. He received a toy wrecking tow-truck contributed by the Fred Bonner Corporation, distributors of the Lesney miniatures. —Daniel List, DMFA

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