



FACES OF THE RALLYE



Hubcaps

THE GREAT RALLYE

The Ninth Annual Village Voice Rallye started off with a hearty laugh inspired by Jean Shepherd and was practically a feast of good cars, good people, good cops, and great fun. It was a success in the size of the field and the size of the audience.

Jean Shepherd, who has emceed the Village Voice rallyes for the past eight years, left last year's contest mumbling "never again" after a pitiful handful of unresponsive onlookers greeted his ef-

forts with sporadic attention and the cars with little enthusiasm. The picture in Washington Square last Sunday was entirely different. A sizable crowd had gathered by the time the rallye crews arrived. Registration opened at 11 a. m. and more than 60 cars entered. Among the registrants were a 1964 Ferrari Berlinetta, a 1963 Maserati coupe, a spanking new amphibious Amphicar made in West Germany, new Corvairs, Corvette Sting-Rays, and several Ford-made Mustangs.

Shepherd arrived in a new Rover 2000 sedan which had been seen before only at the International Auto Show and proceeded to warm up the crowd from the top of a 1964 Pontiac station wagon that belongs to the Ryan for May-or campaign. It still had its slogans painted on rooftop signs and they became for Shepherd mater-

ial to break the ice with the audience. The cars then lined up in numerical order around much of Washington Square Park to reduce congestion on Washington Square East.

Origins Described

As each car left the starting grid to wind its way around nearly 13 miles of New York City real estate, Shepherd remarked its country of origin and the probable luck the driver would have in finishing. This year's Voice rallye, although shorter in overall distance than previous courses, was scheduled for completion in 79 minutes.

Tabulations at the end of the rallye indicated that 20 rallyists came within five minutes of that figure, 10 came within three minutes, and the seven places listed in the winners box all arrived within two minutes of 79. It was the closest near-tie since the Voice rallyes were inaugurated in 1966. The winner of the rallye, Tim Archdeacon, driving an 1961 Triumph TR-3 sports car, came in at 79 minutes exactly. He also made the test scheduled trip from the last checkpoint in 11 minutes which illustrates either tremendous luck or great skill in navigating an unfamiliar course.

The Voice route, which seems familiar to many rallyists, is so only insofar as we have been re-using certain sections of the city for their marvelous little lanes, illegible street signs, and indistinct street markings. The Voice rallye requires an alert navigator since some directions are posted on buildings, some on lamp posts.

Disqualified Self

One rallyist passing a checkpoint in the West Village disqualified himself, saying, "It's too much, I'm hopelessly lost and tired of the man in front of me." The man in front of him (he was number 43) was number 54, so he was trailing in actuality 10 other cars.

Second prize in The Voice rallye goes to Alan Lapidus who, navigating with his wife Rochelle in a new MG Sedan, came in a close second, only 20 seconds behind

the winner. Third award went to C. K. Barry Pollak and Navigator Donna Becker who brought their 1960 Austin-Healey into the winners circle one minute behind the winner.

As the cars came into the finish line at the Lintelight they were dispatched to park nearby, and occupants to come into the cafe to drink and discuss their adventures on the route.

—Daniel List, IMPA

Joffrey Debut

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The Winners

First: Tim Archdeacon, Syosset, 1961 Triumph TR-3 roadster.

Second: Alan Lapidus, New York, 1965 MG Sedan.

Third: C. K. Barry Pollak, Brooklyn, 1960 Austin-Healey roadster.

Fourth: Bill Walters, New York, 1965 Triumph TR-4 roadster.

Fifth: Bert Oxenburgh, Port Washington, 1961 Triumph roadster.

Sixth: Charles Willis, Port Washington, 1965 Amphicar amphibious convertible.

Seventh: A. Fisher, Montclair, New Jersey, 1961 Dodge Convertible.

Ryan Car Pressed Into Rallye Service

As the early registrants gathered near Washington Square Park early Sunday morning they found an enterprising Ryan for Mayor campaign car on the starting grid. The manager of the vehicle, not one to overlook the opportunity offered by the large captive audience soon to arrive for the rallye, remained parked.

In the planning of the rallye. The Voice had obtained a permit to use a sound truck but in the rush of arrangements the renting of such a vehicle was overlooked. The problem was solved by pressing the campaign car into service as a platform for Jean Shepherd to emcee the proceedings. Shepherd began by announcing that he was William Buckley and was glad the spectators had come to

—K. Evans
JEAN SHEPHERD, Village Voice Rallye master of ceremonies for the eighth time, employed his automotive wit and wisdom from atop a Ryan for Mayor campaign car appropriated at the last moment for rallye use.

hear his few words. The end of the statement was drowned by laughter from the participants, and the mood of the day had been set by Shepherd in one line.

The Ryan people accepted a complimentary rallye number for their 1964 Pontiac station wagon and in their turn wheeled out into the avenue to follow the route of the contest. Finishing 12th in a field of more than 60 cars, the campaign manager stated he was certain his candidate would do better in the mayoralty race.

Newport

Continued from page 6

to himself. And, wearing a white Mad Hatter's hat whose crown is about 20 inches high, he attracts attention. And he plays rock'n'roll before 10,000 folk purists.

What has happened is that a genius, by his strange success, has been forced to act out his horrors in public instead of the lonely privacy that other generations imposed on their poets. And, for Dylan, this mass success has become another fear, another out-of-control situation.

The irony of the folklorists and their parochial ire at Dylan's musical transgressions is that he is not Guthrie or the Shangri-Las, but this generation's most awesome talent. And in 60 years you will read scholarly papers about his themes (terror, release) and the images (so similar to the diaphanous and exaggerations of a William Burroughs). And those learned men will be benefited by the most comprehensive set of readings that any poet ever provided.

On the way back from Newport Dylan's "Like a Rolling Stone" was on the radio. (He had been booed for it at Sunday night's concert.) When it ended the d. j. came on in his high-pitched frenzy, "That was BOBBY!! BOBBY DYLAN!!" He spewed some more and played the next number by the Ex-hausts or something. And you wonder if anything has changed at all. If the fans who boo him for attempting this personal intensification or those who cheer him have any idea of what's going on.

Eastern Art

An exhibition of sculpture and artifacts from the Near East and the Far East will be on view at the AFA Gallery, 41 East 60th Street, from August 4 to September 29. Gallery hours are from 10 a. m. to 5 p. m. on weekdays, and from 1 to 5 p. m. on Saturdays.

These Nine

What follows is a roster of the winners and their cars (with countries of origin) in the nine runnings of the Annual Village Voice Automobile Rallye.

- 1967: Bill Vangsa, 1967 Skoda (Czechoslovakia).
- 1968: Spike Landsman, 1947 MG-TC (Great Britain).
- 1969: Mark Herrmann, 1969 Triumph TR-3 (Great Britain).
- 1960: Jack Holtsberg, 1963 MG-TD (Great Britain).
- 1961: Fred Alpern, 1960 MG-A (Great Britain).
- 1962: Martin Capdeville, Volkswagen Karmann-Ghia (Germany).
- 1963: Chuck Liffman, 1960 MG-A (Great Britain).
- 1964: George Vanderbilt, 1960 Volkswagen (Germany).
- 1965: Tim Archdeacon, 1961 Triumph TR-3 (Great Britain).

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