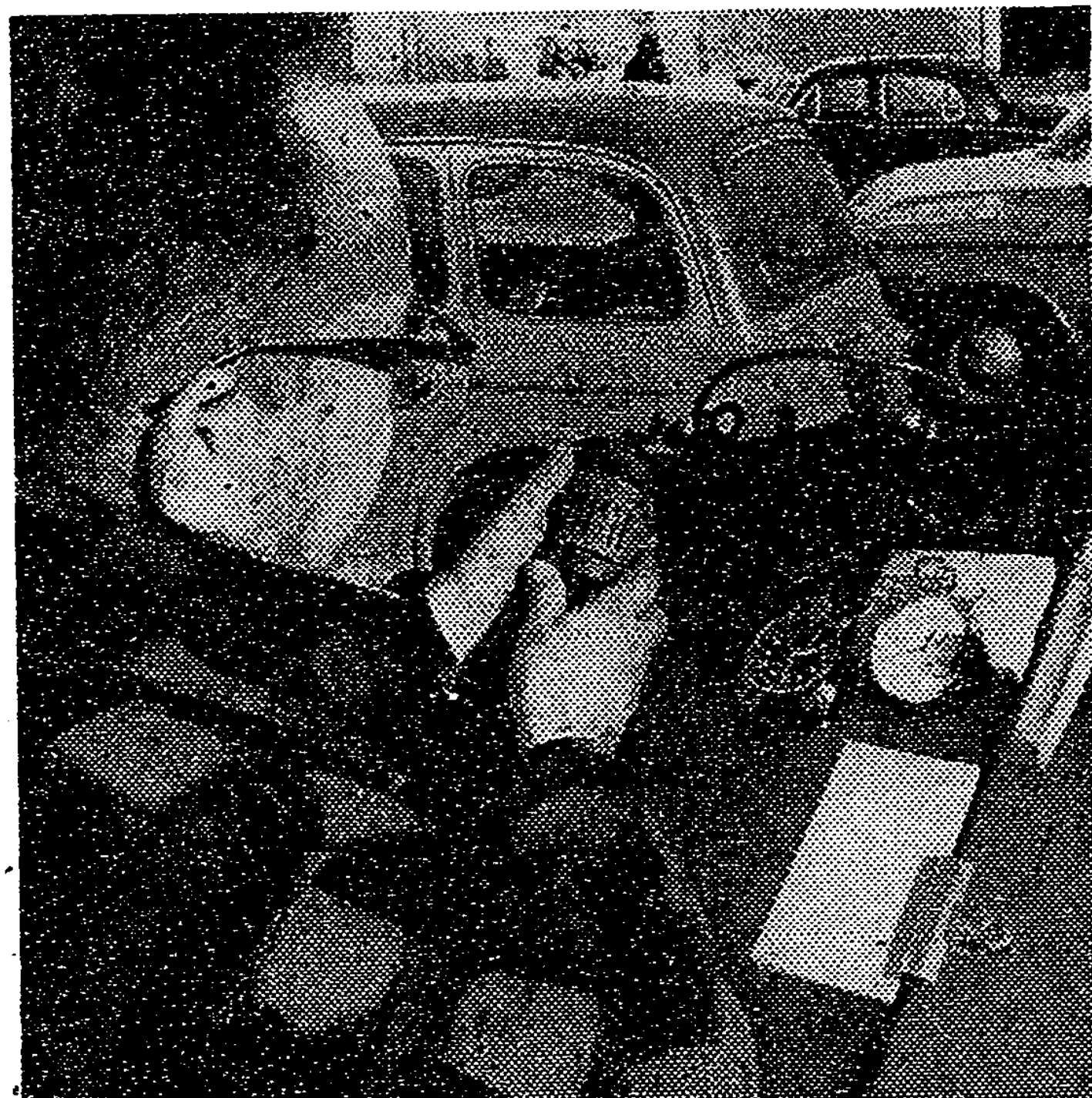


# 'Frostbite Cars' Rally 'Round the 1961 Starting Flag



What pleased the contestants most in the annual Snowflake Rally was the check point setup. Two of the checkers, Nancy Ohland and George Starcke, pinpoint time of a Porsche.



Measuring devices used were a Curta calculator, split-second watch, Stevens electric odometer and chronograph.

## First Event of Year Has No Snow but Lot of Laughs

By FRANK M. BLUNK  
Special to The New York Times.

CENTERPORT, L. I., Jan. 8—Sixty-seven cars competed today in the annual Snowflake Rally of the Porsche Club of America, metropolitan New York region. It was the first sports-car rally of the year in this area.

The start, at 10 A. M., was at the Roosevelt Field Shopping Center, near Westbury. The route, approximately 148 miles long, took the competitors through some of the more interesting residential sections on the Long Island North Shore and ended at the Bella Vista restaurant here late this afternoon.

There weren't any white snowflakes falling to help this event live up to its name. But there were a lot of dirty ones still on the ground from last month's storm. Some short sections of the road were slushy and muddy.

There was bright sunshine early in the rally. Then the gray clouds came, along with a chill wind. A half-dozen contestants started bravely with the tops of their convertibles folded down. Later on, this got too uncomfortable and all but two of the "frostbite-car" teams decided it was better to be cozy,

### Moore Team in Front

The winning team was composed of King Moore, the driver, and Len John, the navigator, of Garden City, L. I., in a Corvair. They had only twenty-three seconds error.

In second place were Jack Conover and E. Epley of New York in a Triumph, with 40 points.

Sid and Jan Kampel of New York placed third in a Studebaker Hawk, with 54 points. Harold and Helen Winston of



Rolf Wisskirchen, left, and George Eklund, who drove a Volkswagen in the rally, checked the route they were to follow when they stopped for lunch in Smithtown, L. I.

Brooklyn took the fourth prize in a De Soto, with 64 points. They broke a tie with Ethel and Art Spence of Valley Stream, L. I., in a Porsche by having registered the least number of error points on the first check spot.

The sixth over-all prize went to Beuel Kinee and Sam Fast of Middletown, N. Y., also in a Porsche, with 90 points.

Ted Ohland of Bellmore, L. I., was the rally master. Joe Schimmel of Levittown and John Friels, a leading national contestant who had won this rally twice in previous years, acted today as checkpoint officials.

This rally was designed to provide fun and relaxation along with competition. Mileage figures were given at almost all the turns, on the direction sheets. This eased the work of the navigators and, theoretically, made getting lost

almost impossible. Still, some of the contestants managed to do it.

Moreover, the average speeds required were in flat figures—no fractions. The instructions, in a welcome change, carried a bit of humor that made one forget drab skies, bare trees and slushy roads. For example:

"Your mileage check at 15.84 miles is the second penguin on the right [a commercial sign]. What did you expect on a snowflake rally?" And later on, upon hitting a rough stretch: "Hope your lunch is digested by this time."

### Next Stop, Greenland

At the end, just for laughs, there were a few extra instructions. If followed, they would have taken one through Caribou, Me., then past a stack of lobster pots "Towards Greenland." The final instruction was "Close your windows."

There were numerous trophies. The one for the team that came in last but had passed all the checkpoints was a sad-faced, four-pointed snowflake in bronze. There were smiling bronze snowflakes for those finishing higher.

Another feature that seemed to please the contestants was the checkpoint set-up. All eight of these points, four this morning and four this afternoon, were in full view of the team and it was not necessary to stop to get one's time checked.

The rally was scored on an over-all basis. That is, a contestant could make up on one leg the time lost on a previous one, or vice versa, in the event he had reached a control point early. But there were observers along the course to keep all drivers within posted speed limits.