First Event of Year
Has No Snow but
Lot of Laughs

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CENTERPORT, L. I., Jan. 8—Sixty-seven cars competed to-
day 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 Stop-
ing Center, near Westbury. The route, approximately 148
miles long, took the competitors through some of the more inter-
esting residential sections on the Long Island North Shore
and ended at the Bella Vista restaurant here late this

noon. There weren't any white snow-
flakes 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 con-
testants started bravely with the tops of their convertibles
folding down. Later on, this got too uncomfortable and all but
two of the "frostbite-car" teams decided it was better to be out

Moore Team in Front

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

In second place were Jack Conover and E. Epley of New
York in a Triumph, with 49 seconds error.

Sid and Jan Kampel of New
York placed third in a Stude-
baker Hawk, with 54 points.

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 num-
ber of error points on the first
check spot.

The sixth overall prize went to
Beul Kine and Sam Past of Middletown, N. Y., also in a
Porsche, with 96 points.

Ted Oehland of Bellmore, L. I.,
the rally master, Joe Schim-
mel of Levittown and John
Fries, a leading national con-
testant, who had won this rally
twice in previous years, acted
today as checkpoint official.

This rally was designed to
provide fun and relaxation
along with competition. Mile-
age figures were given at
almost all the turns, on the dis-
section 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 for-
get 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 instruc-
tions. If followed, they would
have taken one through Caribou,
Al., then past a shack of
lobster pots "Towards Green-
land." The final instruction was
"Close your windows."

There were numerous troph-
es. The one for the team that
came in last but had passed all
the checkpoints was a solid,
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 morn-
ing 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 con-
testant 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.

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

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