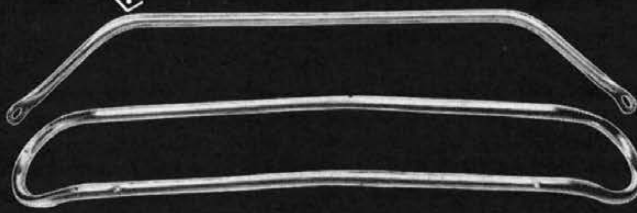


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NEW YORK NOTES

by Harvey B. Janes

NOT SURPRISINGLY, Walt Hansgen, of Westfield, N.J., SCCA points champion for two years running, has been voted to a second term as president of the Road Racing Drivers Club. The election took place at the club's annual business meeting in New York, during which one new member was added to the roster. He is Fred Windridge, Jr., of McLean, Va., who in 1958 drove a Corvette to a second-place finish in Class B production with 4000 points. In addition to these elections, the RRDC appointed a special committee to "study and develop a program for creation of a race observer corps as a means of improving course safety." Members of this committee include John Fitch, Henry Rudkin and George Rand, chairman.

Another leading Eastern club, the Long Island Sports Car Association, has announced a full calendar for 1959. Included will be eight rallies, four race meets, four gymkhanas, three drivers' schools, three acceleration runs, a hill climb, a dinner-dance and 12 monthly membership meetings. President Paul McDermott would like to see more members and still more activities. You can get all the dope by writing to LISCA, P. O. Box 87, Rockville Centre, Long Island, N.Y.

Mentioning racing and drivers' schools brings to mind a rather unpleasant subject. This is what might be called the Battle of Lime Rock. Almost as soon as the race course went into actual operation, some Lime Rock residents began to complain of the noise made by the cars. On several occasions groups of townspeople have attempted to secure injunctions that would have blocked one race meet or another. Some weeks ago, about 20 residents and sympathizers brought formal suit against the Lime Rock Corporation, attempting to block any further racing activities altogether. At the hearing there was much debate and the judge tried to get both sides to agree to a compromise. He had no immediate success. Within a few days after adjournment, the Lime Rock Corporation had prepared a compromise schedule that included all National and Regional SCCA events, the Little Le Mans and several professional races, but held little hope for such things as club races and drivers' schools. If this offer was not accepted by late January, and few thought it would be, the final decision (except for appeals) would be made by the judge. At press time we had no concrete news, but we will keep you posted.

Children at the State School for the Blind, Batavia, N.Y., are looking forward to what has become one of the annual rallies on the calendar of the Tonawanda Touring Club. Conducted successfully last year for the first time, the rally uses sightless children from the school as navigators to instruct drivers on speed (which is limited to 30 to 35 miles per hour), landmarks for turning places, and other special directions. Instructions are typed in Braille for the young assistants. Trophies are awarded to both driver and navigator, last year's co-



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winner being a 10-year-old fifth grader.

Dr. Eber L. Palmer, school superintendent, believes this unique rally is the first event of its kind in the history of the visually handicapped.

From time to time we have made note of certain American producers of automotive accessories and equipment who have gone out of their way to get on the imported car bandwagon. The latest news from this front is that Saab Motors, a comparatively small outfit whose cars are sold in only the northeastern part of the country, has made special arrangements with the Champion Spark Plug Company and with the producers of Oilzum for the manufacture of spark plugs and engine oil to their own specifications. The spark plugs, designated UK-10, are 18-millimeter with 0.5-inch reach and specially designed electrodes, insulators and metal alloy so that they will meet effectively the requirements of 2-cycle operation. They will be sold through Saab dealerships at first, then at most normal Champion outlets, and will also be excellent for use in the DKW and any other 2-cycle powerplant using a plug of this size. The UK-10's will be manufactured in just one heat range which will serve for all normal driving (city and highway) in both 93 and 750-GT Saab models. A year of testing has shown them to last more than 2.5 times as long as any other plug previously used with Saab automobiles. The oil, basically a high-quality, 2-cycle oil combined with a small percentage of "neutral spirits" to give it better mixing qualities, is being sold as Saab Oil at Saab agencies, both in individual quart cans and in six packs. The Saab, or any 2-cycle car, does not require this special oil, but it is the best available for this type of powerplant and the unique marketing angle tends to eliminate any problems of trying to find 40-weight oil.

By now just about everyone has heard of the Madison Avenue Sports Car Driving and Chowder Society in New York, but it should be noted that Sardi's is not the only restaurant that caters to a group of this type. An older (though smaller) organization operates out of Le Chanteclair, owned and operated by Rene Dreyfus, former racing champion of France, and his brother, Maurice. The group, known as Rene's Round Table, meets every day in the restaurant and consists of 25 or 30 enthusiasts who gather around Table 26 for culinary and social pleasure. Several weeks ago a special meeting was held at which the 14 original members of the group were presented with plaques establishing their positions in the world of today. At the same time Rene and Maurice were given a huge pepper mill emblazoned with a special plaque and the number 26, the idea being that this should be placed on The Table every day for all to enjoy. Or didn't you know that all real sports car enthusiasts love pepper?

The weirdest trade-in we have ever heard about was reported recently by Carroll-Kresge, Inc., an imported car dealer in Endicott, N.Y. They made a \$75 allowance for a burro against a new Fiat 1100. And just to prove that they know their market, five prospective customers were flushed almost immediately and the animal was resold before the day was out. Hmmm. Wonder what Mercedes-Benz would offer on two slightly used Cumberland turtles toward a 300-SL roadster. . . .



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