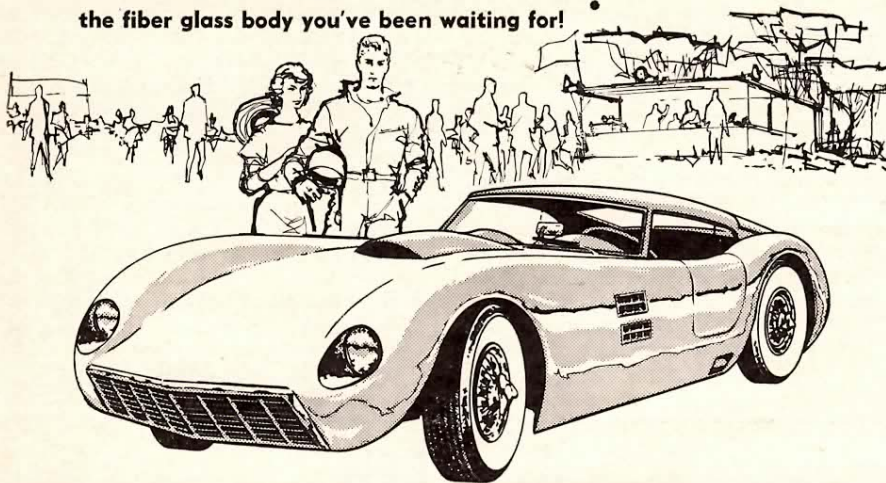


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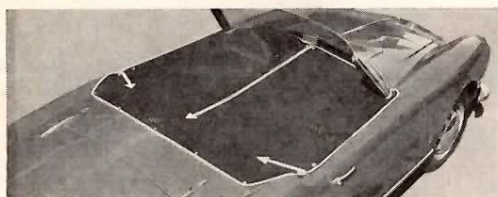
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NOTES**

by Harvey B. Janes

LESS THAN A MONTH after the big International Automobile Show ended its run at the New York Coliseum, the World Car Show '59 opened at the Roosevelt Raceway (a trotting track), Westbury, Long Island. We went out for the press preview and found the setup to be, if little else, unique. In the indoor display area, quite a few (but certainly not all) of the most popular imports were on view, along with some American cars, a group of classics and antiques, various equipment, etc. The show also featured two outdoor demonstration areas, one where the public could drive the cars themselves and one where they could ride in the various sports cars. The public was allowed to drive on the dirt track itself, and as was dramatically demonstrated at the press showing, this presented difficulties.

The first car that appeared on the Roosevelt track during the press showing was a Goggomobil sedan. After several laps "at speed," it had chewed up the dirt track about \$10,000 worth and raised a cloud of dust that all but obliterated the bright sun. Then the people in charge of the show decided that they wanted to take some still photos and movies of a group of the demonstration cars on the track together. So they all lined up in classic Grand Prix grid formation, a strange group of sports cars and economy sedans. In the middle of the first row was Wolfgang Robinow, advertising and publicity director of Daimler-Benz of North America, in his own 300-SL roadster. At a signal the cars all moved off, slowly at first; then, as the wheels churned up a great cloud of dust, it occurred to every driver that the only way he was going to be able to see more than 5 feet in front of him was to be in the first row, so they all tried to pass one another. Faster and faster they went, sliding precariously around the turns, the more powerful cars spinning their wheels madly and spewing still more brown dirt into the air. Soon it was a full-fledged race, led by "Stirling" Robinow. With his superior acceleration he soon caught up with the tail-enders, who dusted him off (pun intended). As the cars roared around the track during this farce (we could tell they were still there by the sounds), one show official turned to another and said, "This isn't what we had in mind at all; they'll all be killed!" Fortunately his prediction turned out to be wrong, but when all the cars were finally brown-flagged, a truck was sent out to spray the surface of the track. It continued to circle the track for the next couple of hours while various press representatives, ourselves included, proceeded to circle at somewhat diminished speed in a variety of cars.

Still, this type of show is a good idea. The program included nightly gymkhanas and sports car shows put on by various local clubs, and an array of rally equipment. The organizers would like this to be an annual affair, and we hope the attendance figures support their enthusiasm. If there is a World Car Show '60 we suggest one change: spray the track with plastic instead of water.

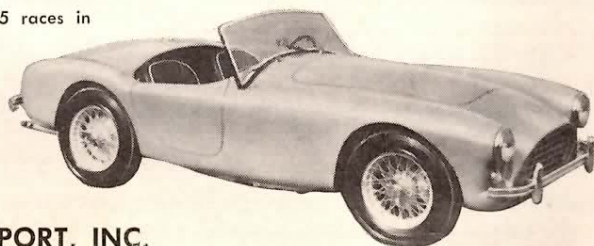
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