

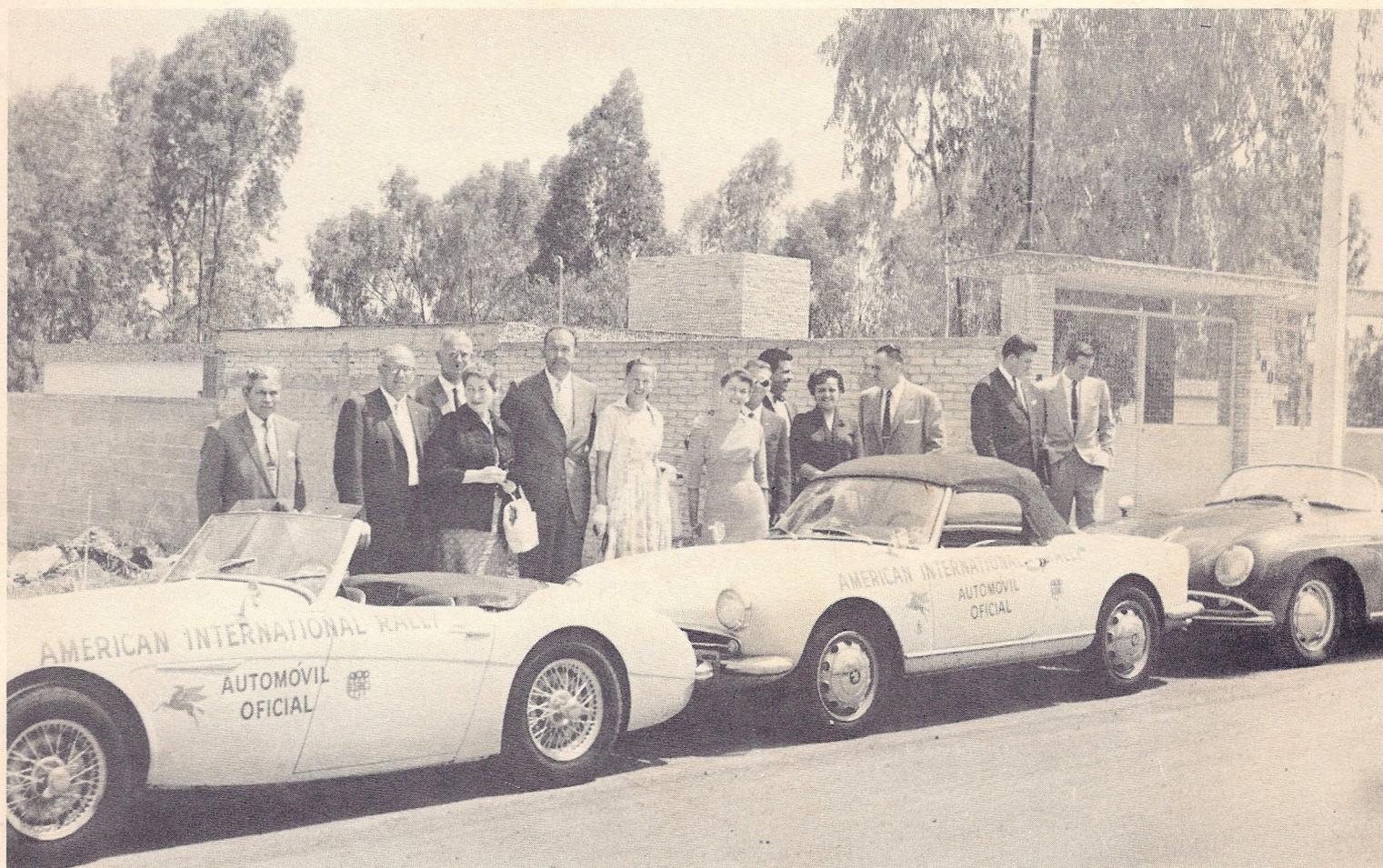


Check Point

SANTA MONICA CHAPTER

VOLUME 5 NUMBER 6

JUNE 1959



SANTA MONICA MEMBERS ADVERTISING THE A. I. R.

NEXT MEETING:

Wednesday, June 24, 1959, 8:00 p. m., Joslyn Hall, 7th and Wilshire, Santa Monica. Program: Herb Schwarz will show his skiing movies.

NEXT RALLYE:

"Rallye Distinct" June 28, 1959, 5½ hour navigational event. Start: Sepulveda and Ventura Blvd's. First car out at 9:01 a. m. Dash plaques for all entries.

CHECK POINT
a monthly publication
THE SANTA MONICA CHAPTER OF
THE FOUR CYLINDER CLUB OF AMERICA

Editor, Doug Worthy
1038 Elkgrove Ave, Apt.1
Venice, California
EXbrook 9-0149

Staff: Pennie Worthy, Margaret
Walmsley, Betty Venable,
Mary L. Sisemore, Betty
Sweet, Bob Sweet

Copy Deadline: Second Monday of
each month.

SM FCCA BOARD OF GOVERNORS

President, Lloyd Dunham
Vice-President, Ed Lynch
Secretary, Betty Venable
Treasurer, Ruth Hallinan
Entertainment, Dick Comen
Membership, Jack Virden
Nat'l Rep., Austin Dunham
Publicity, Carolyn Dunham
Tourmaster, Jim Barnes
SCCSCC Delegate, Al Nesbitt
Check Point Editor, Doug Worthy

OTHER SM FCCA OFFICERS

Door Prize Chairman, Bill Doyle
Photographers: Herb Schwarz
Jim Kingham
Rally Statician, Bob Sweet
Rally Timer, Ray Martin
Sergeant at Arms, Don Hunziker
Technical Advisor, Bob McKee

SM FCCA CALENDER

June 28: "RALLYE DISTINCT"
July 10: SM FCCA Board Meeting
July 22: SM FCCA General Meeting

The SM FCCA regular meetings
are held at 8:00 PM on the 4th
Wednesday of each month in
Joslyn Hall, just north of
Wilshire Blvd. on 7th Street in
Santa Monica. The monthly
event takes place on the follow-
ing weekend, unless otherwise
announced.

COVER RELIEF

In keeping with the color
theme of the American Interna-
tional Rally, a red Porsche, a
white Austin Healey, and a blue
Alfa Romeo recently toured
Mexico publicizing this coming
event.

These cars were occupied by
club members Jim & Chris Miller,
Bob McKee & Almon Schnelker,
and Bob & Betty Sweet as offi-
cials of the rally.

The cover photo was taken
just outside of Mexico City
after a luncheon with various
Mobiloil Officials and officers
of the Mexico City Sports Car
Club.

We hope to have an interesting
account of this two-week jaunt
around Mexico by Bob Sweet in
a later issue of CHECK POINT.

ANNUAL POT LUCK DINNER

Everyone seemed to enjoy the
Pot Luck Dinner the gals put
on last year, so we are having
another one. It will be a
Baked Ham Dinner, with the gals
bringing their specialties to
make this a dinner you cannot
afford to miss.

The date is July 22nd, at
7:00 p.m. sharp, preceding our
regular General meeting.

The price will be \$1.50 per
person, which hardly seems
enough. We encourage you to
bring your friends as this is
open to guests as well as our
members.

Tickets will be on sale at
our June General meeting.
Deadline July 6th. We
have to set a deadline on
tickets, as we want to have
plenty of food.

For further information, you
may call our Committee Chair-
man, Pat Dunham, at State 42976.

THINK - - - OR THWIM!

By Clyde Thigpen

The general complexion of sports car clubs appears to be in for a change. Not too long ago, the rallye was the club mainstay, financial and otherwise. It was a relatively simple affair and because of its simplicity, competition was enjoyed by all participants on almost equal terms. This is no longer true. During the last year and a half there has been gradual, but marked, change in rallye format. It is no longer an event that one can enjoy in a relaxed fashion. Today, a "good" rallye must be a knock-down, drag-out, no-holds-barred affair that leaves both driver and navigator covered with adobe dust and dragging at the seat of the pants as if they had just finished an unscheduled day of Marine Corps basic training.

This change in rallye complexity undoubtedly reflects an advance in the state-of-the-art made possible by a small population of drivers and navigators becoming more proficient in their particular trade. As is the case in any form of progress, however, problems are generated for those who find that keeping up to date involves too much time and effort or requires faculties that simply are not present. Most seriously affected by the more difficult rallyes are the new club members who are still at the stage where they ask "What is a rallye?" These people are in real trouble. Intermingled amongst the membership of the average club are also the groups who favor picnics, tours, driving contests, and similar events. Unfortunately, none of these groups are sufficiently large to provide by their own efforts adequate working capital for a club. Most unfortunate of all is the demonstrated fact that each of these groups is reluctant to support the events of the other. The ralliests claim they are running for points and do not care to participate in non-point events. The "picnickers" take the position that their idea of enjoying the day does not include manning a hot (or cold) check point in the middle of nowhere. The touring and other groups scan the newspapers for events to their liking and the new members mill around in a state of bewilderment, wondering which way to jump. As a result, whatever the club event may be, it is likely to be supported only by a few members who happen to enjoy that particular kind of event and those who set aside their personal feelings to participate out of loyalty to their club. It goes without saying that family and other obligations, at various times, prevent many members from appearing at the starting line. All of these things take an unhealthy toll of the membership on any given event. What to do about it? There is presently no apparent solution acceptable to all. That is not to say that there is no way out of the dilemma.

Consider first the basic categories of club events, i.e., the yearly Championship Rallye, the monthly competitive event, and the non-competitive events that occur at irregular intervals. Neglecting for the moment consideration of the Championship Rallye in which members do not participate as contestants, take a look at the monthly competitions. These events can take any form, but to recognize the present trend, they usually follow some kind of rallye format. This trend is very significant and points up a natural development stemming from the fact that the person elected to the office of Rallye Chairman is invariably a highly successful ralliest or one who has displayed a keen interest in rallying. It follows, then,

Continued on next page....

THINK - - - OR THWIM! (Continued from previous page)

that the club membership has, by its vote, expressed a desire to continue with an energetic rallye program. Having thus expressed itself, it is reasonable to anticipate that membership support of such a program will be forthcoming. Unfortunately, this is not the case and it is of interest to contemplate why a membership will reverse its vote by its subsequent actions. Is it the behavior of the Rallye Chairman or Rallyemaster that discourages membership support? Since these two people are charged with the responsibility of staging club events, an examination of their approach to event planning may be enlightening. Neglecting political pressures which significantly distort the shape of things, the primary task of the Rallyemaster can be stated simply as one of staging a financially, competitively, and socially successful monthly event.

The criterion of such an event is to keep the customer happy. This is not best accomplished in a rallye by carefully contrived traps, exposing contestants to unnecessary danger or by deliberately setting up conditions for a MCP, thus causing the waste of a whole day. Is it a better rallye if the Rallyemaster expresses his thanks to the participants for supporting his event by setting out upon a program of deliberate entrapment? What does it prove? That the Rallyemaster is smart; that the contestants are stupid. No sportsman objects to being challenged to prove his worth at the level of proficiency he has reached. His competitive spirit will even take him beyond that point. However, he, like any other individual, will rebel against being put at a disadvantage by suddenly being confronted with a new and unfamiliar set of ground rules. The top ralliest will tell you that a successful club rallye should not include any of the aforementioned devices. They are quick to recognize that for a monthly event to be successful, it must include a variety of elements that appeal to the majority of members, and the last thing they want to do is to prevent anyone from reaching the final check point in a good humor. Unfortunately, there crops up occasionally a misguided Rallyemaster who has not yet grasped the basic concept of rallying and feels that his success will be measured by the number of contestants he is able to kill off before they reach the finish line. It takes many months for a club to recover from such an event and reflects nothing but discredit upon club officials who permit such an event to be staged for any reason, political or otherwise. Such events should be strictly invitational and not be viewed as fiscal assets. Perhaps, then, a general formula for a successful monthly event may be expressed in the terms: Make it clean, make it correct, make it concise, make it clear. The extent to which the challenge may be projected should be viewed in terms of the capabilities of the membership rather than those of a few super-good individuals.

To briefly return to the Championship Rallye, there is also a choice to be made in the format of that event. If it is to be a profitable event, it has to be designed within the capabilities of the average ralliest or they simply won't be at the starting line. This has been demonstrated recently. If, on the other hand, its purpose is to pick the best of the top ten ralliests, the format can be a matter between the Rallyemaster and his conscience, provided that the avowed purpose has been adequately publicized. So, there is a choice to be made if rallying is to continue to be a major club function. If the choice is not made wisely, the rallye will find itself playing second fiddle to the non-competitive event. The time has come to THINK or THWIM!

FOR ALFA OWNERS
by Betty Sweet

If you Giulietta owners feel like saving a bit of change the next time you change your condenser and distributor points, trot out to the local auto accessories store and ask for Standard Motor Products LU-204 Condenser and LU-1314 Point Set. These are exact replacements for the stock Lucas parts.

When the soft aluminum pulleys that your fan belt rides on wears to the point where the stock belt no longer fits, try a Modak 4L290 V-Belt, made by Haywood Industries. This belt is 1/32 inch wider and 1/8 inch more shallow than the original equipment, and fits the worn pulleys nicely.

I am currently evaluating adjustable, double acting, American-made shock absorbers at \$11.00 per copy. If they work out as hoped, you will be given full details later. Also Bob has made some comparative tests on oil filter cartridges, and if he ever finishes making the contamination counts of his samples, he will have some interesting results to report.

MEMBERSHIP REPORT
by Jack Virden

NEW MEMBER:

Mary Jensen
6557 Van Ness Avenue
L.A. 47
PL 1-6704

RENEWALS:

Dick Comen
Elizabeth Graham
Alvin Myers

Fellows....A SINGLE young lady has joined our club!.. Mary Jensen is a model and when she is not modeling, she is probably driving around town in her MGA.

NATIONAL NEWS
by Austin Dunham

Well, you have heard the real news now, so anything I say here will certainly be anti-climatic; however, there is much to be told.

First off I'd like to have everyone of you send me a joke or short article that I might be able to use in 'Dash Plaque'; (It gets awfully blank upstairs trying to think of things to write about). So thanks for giving me some consideration on this point.

Next, please mark your calendars for the 10th and 11th of October for the National Holiday Party to be given at the new Thunderbird Hotel in El Segundo. It's going to be a dinner-dance at a cost of \$5.50 per person and will be well worth every penny. Scout around and see if you can find some of your folks' old clothes that they wore back in the 'Twenties' (derby, suspenders, red vest, etc.), and you'll be right in style. (The barmaids will be in costume too.)

Next, set up a date for the Second Annual Field Day, like Riverside last year, which will come off about October 25th or November 1st. Prepare for the rallye to the track (or wherever they have it), gymkana, slalom, and all the rest of the fun events.

Unfortunately, in order to accommodate all of these events, we are going to hold the Christmas Party this year in August (See Dick Comen).

PILFERED QUIP

OFFICER: (Stopping drunk going wrong way on a one-way street)
"Say Mister, can't you see those arrows?"

DRUNK: "Shlucks olficer, I can't even see the Indians!"

FOR WOMEN ONLY....
By Betty Venable

RALLYE DISTINT - - - 

With the hot breath of Uncle Sam down Larry Harris' neck, he was unhappy about missing the "Les Folies des Femmes Rally" which was restricted to women. So Larry and Dick Coulter put on complete female attire and took off on the rally with the other gals. They created quite a stir at rest stops and lunch breaks, but the greatest problem seemed to be which door to enter... the one marked "his" or "hers"!

Gaby Scognamillo offered to polish Larry's trophies while he was in the army, but he did not think she would know how to use that imported feather duster his mother uses.

If you've been wondering if Nina Barnes isn't just a little bit "straight laced", you're quite right! She has been, and for a very good reason. She woke up one night with a strange click-clack in the sacroiliac and so was laced up in a very fetching garmet and confined to bed for three weeks.

Good luck to Hal Guess who has opened a new garage on Sepulveda in Manhattan Beach called "Sports Car Improvement".

Former members Ted and Ann Edlefsen have added a son to their growing family. And Bob and Joyce Culleton have moved to Woodland Hills where daughter JoAnn can keep her horse on the place.

Poor Audrey Doyle! She was all excited when she won the door prize last month and thought she was getting a make-up case. But all the time Bill knew that inside was an electric drill. Well, she must like the guy in spite of it, because on the next rally they will be celebrating their eighteenth anniversary... and Audrey's birthday all on the same day. Audrey refuses to say how many birthdays there have been though.

Burton Harrison flew off to

No matter how you spell or pronounce it, this will be Rallye Distint, in that, in microscopic signs, no new gimmicks, no new roads will be used. (And unless we get some checkers, no new checkpoints.) Speed changes will be on the right except for a few exceptions when they will be on the left. The rally will be ^{100%} navigational with a map for the driver to allow other cars so that no one should get lost, although, one could end up on another rally.

We will not economize on instructions; all entrants will receive a complete set at the start which will see them through the entire course. It will be up to the individual cars to get there without a couple of seconds error. Protests will be accepted before as well as after the event (a new innovation in SM rallys); sometimes the contestants are too peeved at the finish!

The Rally starts at Sepulveda & Ventura Boulevards, 9:01 a.m. (mid-morn) with a 45 minute breakfast break soon after the start.

So...out of those sacks.... Join our happy contented crowd for 5-1/2 hours of car sport on June 28th.

Al Nesbitt,
RALLYMASTER

Europe to meet Phil Hill over there and go to the races with him. Between races he will be touring the countryside on a MOTOR SCOOTER!

Speaking of Europe...Audrey Kopp is making her last minute preparations for an extended stay in Germany where she will teach. We shall miss her and her little pink Volkswagon.

Congratulations to Stan Johnson who recently became engaged
(continued on next page)

SJCSCC COUNCIL NEWS

Reno Lawrence of the Austin Healey Owners Club recently announced that a "Rallye Partners Bureau" has been formed. This is a new idea to assist drivers or navigators in getting a partner for a rally they may wish to run.

If you are interested in learning more about this bureau, information can be obtained by calling this number in the evenings: EXbrook 4-6248.

Many of our members run on other club events & sometimes wonder how they can obtain information about them. This is simple...call the Sports Car Information Center (Stanley 7-7991). You can receive data on many different events for any given date.

The Council at their last meeting approved the use of "hidden" check points on "Open Rallies"; however, they will not be used on Championship Rallies.

FOR WOMEN ONLY - continued

to a real sweet girl named Alice. I guess the idea appealed to Al Sorenson as well, and we had a chance to meet his fiancée at the Sierra banquet. Stan and Al were probably the only engaged couple to run the Sierra Rally together!

Joe and Margaret Walmsley believe in maintaining the breed; they recently traded in their MGA coupe for one of those new Twin-Cam models.

Jack and Rusty Virden are heading their Morgan down Mexico way for their vacation. They seemed pretty excited bidding us goodbye at the close of the last board meeting.

Best wishes to Charlie and Drissa Cooke, who are expecting in the near future.

JULY CALENDER

July 4th	"Semana Nautica VIII"
July 11th	SCCA POMONA RACES
July 18th	AHOC Sundown II
July 22nd	SMECCA "Pot Luck Dinner Meeting" (Guests Welcome)
July 25th	Radioplane "A" Toller Boat Show
July 26th	Sierra Club Rally

LARGEST STATE CLUB

It has been brought to our attention that our newest and largest state has had a sports car club - Alaska Sports Car Club, Inc. - for over a year now.

Contrary to popular belief, they do not park Triumphs, MG's and 190-SL's in igloo garages or with red flags tied to their radio antennas to find them in the snow.

Over 30 enthusiastic members take part in rallies, gymkanas and even races. During the spring months there are hundreds of miles of paved roads over which they can drive with ease and comfort.

Anyone interested in contacting the club can write to Box 4726, Spenard, Alaska.

WANTED

A Navigator with one aim... to win the American International Rally. This person must be the best.

Only personal expenses need be supplied. The entry fee, navigational equipment, driving gear, and automobile will be furnished. The navigators' share of any winnings will be 25%.

To discuss this further or accept this offer, please contact Pete Palmer between 4 and 5 p.m. at GR 7-6192.

ADVICE TO THE CARBOURNE

Due to the numerous and momentous problems submitted to the editor, we consider it beneficial to publish these questions and answers for the benefit of all members.

Dear Editor: I heard the L. Dunhills checked out the Rally for Mr. Respite and took 9 hours. Why?
Signed, Perplexed.

Dear Perplexed: They went by dog-sled.

Dear Editor: I know this sounds silly but whenever my driver hollers out "Checkpoint", a panic grips me and I go all to pieces. Do you think I need to see a psychiatrist?
Signed, Rufus Allshot.

Dear Rufus: No! Get yourself a driver like Mary Lue Siseless who has no trouble avoiding them, and you will have little to fear!

Dear Editor: Do you suppose the reason Very Hairless was deferred by the army was because they are still trying to determine the sex?
Signed, U.S. Patriot.

Dear U.S. Patriot: You would too if you saw a skirted figure wearing a beard.

Dear Editor: We need more members like the Tay Soyers. If they can't find the "ODE" check, they check the rally.
Signed, Rallye Chairman.

Dear Rallye Chairman: At least they found a check point to check. That's more than most of us did!

Dear Editor: Cordial Dunhill was telling some friends that Barry Zertelpete showed her how to work out a rally problem. It seems you take .64 (90x) / 11.11 (60x) / 17 (4x) .08 (75x) = 100x. Do you think she understands it?
Signed, "Complexed".

Dear Complexed: What's the difference, she drives!

RULES OF CONDUCT FOR NOVICE NAVIGATORS....

Please observe the following rules and you may remain on speaking terms with your rally pilot to the finish line, and it will be a lot safer and more comfortable for all concerned.

1. Keep your damned feet off the wind screen.
2. Don't criticize your pilot ..remember, he's still learning to drive.
3. Keep your damned feet off the windscreen.
4. Keep your eye on the road signs, road maps, rally instructions, odometer, tachometer, rear-view mirror (for cops), computer, stop watches, hour glass, sun dial, and look for check point flags.
5. Keep your damned feet off the windscreen.
6. Don't ask asinine questions like "Where are we?", "Do you smell something burning?", "Is this a Y or a T?", "Have we passed Spunky Canyon Road?". If your driver could think for himself, he wouldn't need a navigator.
7. Try to maintain your sense of good sportsmanship and be thankful you arrive anywhere!
8. Keep your damned feet off the windscreen.
9. On coming to a stop always let the pilot out first... After all, the damned thing may blow up!
10. Keep your d-- feet off the windscreen.
11. Don't ask for information from the checkers...they're probably lost too.
12. If the engine falls out don't bother the driver as he might be plotting his strategy for the next check point.
13. Shut up! And keep your damned feet off the wind screen.

POINT STANDINGS
by Bob Sweet

Below, corrected for all errors and omissions pointed out to me at the May meeting, is a listing of as much of the upper portion of the point standing roster as will fit into the remainder of this column. Scoring includes Rallye Dilemma results.

1.	Dick Coulter & Stan Johnson	215
2.	Harry Peterzell & Joyce Moore	214
3.	Julie Dearth & Betty Hill	211
4.	Bob Rosen	204
5.	Dick Lovell	195
6.	Marv Gussow	194
7.	Scott & Bernice Branson	190
8.	Bill Doyle	189
9.	Ray & Marge Moyer	186
10.	Audrey Kopp	180
11.	Al Nesbitt	177
12.	Mary Lue Sisemore & Stu Rinker	172
13.	Georgia Gussow	169
14.	Sandra Rosen	164
15.	Carol Lovell	162
16.	Pennie Worthy & Larry Harris	153
17.	Jim Barnes, Bob & Betty Sweet	148
18.	Doug Worthy	147
19.	Lloyd & Pat Dunham	143
20.	Margaret Walmsley	141
21.	Clyde & Gwen Thigpen	140
22.	Charlotte Nesbitt	137
23.	Joe Walmsley	135
24.	Jim & Helen Weishuhn	129
25.	Bettie Collis	126
26.	Ed & Betty Venable	119
27.	Betty Lynch, Ron Going, Ray & Jo Martin	115
28.	Bob Collis	108
29.	Nina Barnes	107
30.	Austin & Carolyn Dunham, Bob & Ruth Piercy & Jim Kingham	105
31.	Tom Higgins	103

RALLYE DILEMMA RESULTS

Pos.	Driver-Navigator	CP-S	CP-M	CP-F	CP-A	CP-C	CP-B	Total
1M	Lovell Lovell	1.59	1.59	3.98	.80	29.92	.52	38.40
1G	Mock Murphy	1.18	4.67	9.96	10.09	8.53	5.09	39.52
2G	Ecker Quinn	13.82	4.52	.81	9.34	10.20	1.17	39.86
2M	Peterzell Moore	1.49	2.86	5.33	31.80	7.81	3.96	53.45
3M	Collis Collis	1.58	11.55	1.24	16.02	37.09	4.79	1.12.27
4M	Dearth Hill	.78			.63	5.82	.48	M1CP
5M	Kopp Kopp	6.89			2.54	7.18	.82	M1CP
3G	Benson Hugen	1.03	10.69	1.44	2.97		3.91	M1CP
6M	Higgins O'Brien	.07	8.83	10.45	.63		.86	M1CP
4G	Eide Hoskins	.53	11.17	2.46	8.28		.69	M1CP
7M	Sweet Sweet	2.04			7.27	14.06	.21	M1CP
8M	Thigpen Thigpen	.81	12.52	2.27	14.38		2.96	M1CP
9M	Worthy Worthy	1.07			.55		2.26	M2CP
10M	Bransom Bransom	5.68			.34		2.02	M2CP
5G	Kirkendall Kirkendall	24.77			1.38		3.14	M2CP
11M	Boyce Rowson	7.48					4.80	M3CP
6G	Elofsom Herman	9.07					6.50	M3CP
12M	Gussow Gussow	27.96			14.91			M3CP