



# Check Point

SANTA MONICA CHAPTER

Volume 3, Number 1

January 1957



**Comen and Comen, Rallye Champions, 1956**

**Next meeting:**

Wednesday, January 23rd, 8:00 p.m., Joslyn Hall, 7th and Wilshire, Santa Monica.

**PROGRAM:** T.M. Browning of L. A. Police Dept - speaker.  
Movie: "Car Club 500 Rodeo."

**Next rallye:**

"Don't Dallye Rallye". Sunday, January 27th. Start: 1200 Roosevelt Highway. Drivers' meeting at 8:00 a.m. First car out at 8:31 a.m.

## Check Point

published monthly by the  
**SANTA MONICA CHAPTER OF  
THE FOUR CYLINDER CLUB  
OF AMERICA**

Lithographed courtesy of  
Parker Enterprises, Inc.

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Burton Harrison, Audrey Doyle,  
Prissy Comen.

### OFFICERS AND BOARD MEMBERS

President, Bill Doyle, OR 8-3229; Vice-President, Ed Lynch, GR 8-8638; Secretary, Prissy Comen, GL 6-2463; Treasurer, Ruth Piercy, AX 1-9373; Rallye Chairman, Dick Comen, GL 6-2463; Publicity, Lloyd Dunham, ST 4-2976; National Representative, Jim Hines, EX 5-5730; Business Manager, Bob Piercy, AX 1-9373; Entertainment, Gayle Preston, EX 5-8160; Membership, Ed Venable, FR 5-8823; SCCSCC, Dick Worden, DI 4-7731.

**MERCEDES - BENZ**

**ALFA ROMEO**

**BORGWARD**

**TRIUMPH**

**Sam Hanks**

**WILSHIRE MOTORS**

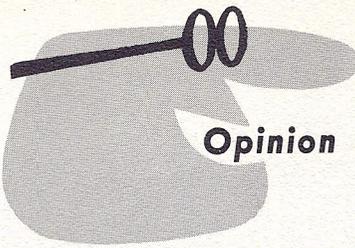
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## Opinion Gear

**"Do you think that the S.C.C. S.C.C. is doing an effective job so far as rallye clubs are concerned?"**

May I begin by quoting from the minutes of the S.C.C. S.C.C. meeting of November, 1956: "Chairman Frank said that the Council was basically formed to settle a question regarding professional promoting in road racing. It grew into an organization that had a primary purpose for all clubs in the So. Calif. area to get together and set up a non-conflicting calendar available to all. It was decided originally that the Council would never tell a club what to do or how to do it." Personally, I feel that the Council has done moderately well in the past in so far as establishing a calendar is concerned. However, I also feel that the effectiveness of the Council is being reduced by the tendency to regard the time and distance rallye as the only rallye type worthy of consideration, and by a certain lack of unity of purpose by the member clubs.

Walt Stone

Yes—unqualified. The Council has been, and is, the single most influential agency promoting high standards for time and distance rallyes (excepting, of course, S.M.F.C.C.A.). The inauguration of the championship rallye system has necessitated the codification of acceptable ground rules for the effective conduct of such events. The growth of the rules has kept pace with the growth of experience and what were, at first, frightening and forbidding laws have become a very useful guide to assist the many new clubs joining the rallye business. The future appears to hold promise of a nationally effective policy-making organization.

Bill Hanna

I think that they are on the right tract in forming a Rallye Code, and trying to set up some type of a calendar. Since Rallye Clubs have become so numerous in the past three years, some control should be attempted and, as I said, I believe the S.C.C. S.C.C. is doing so.

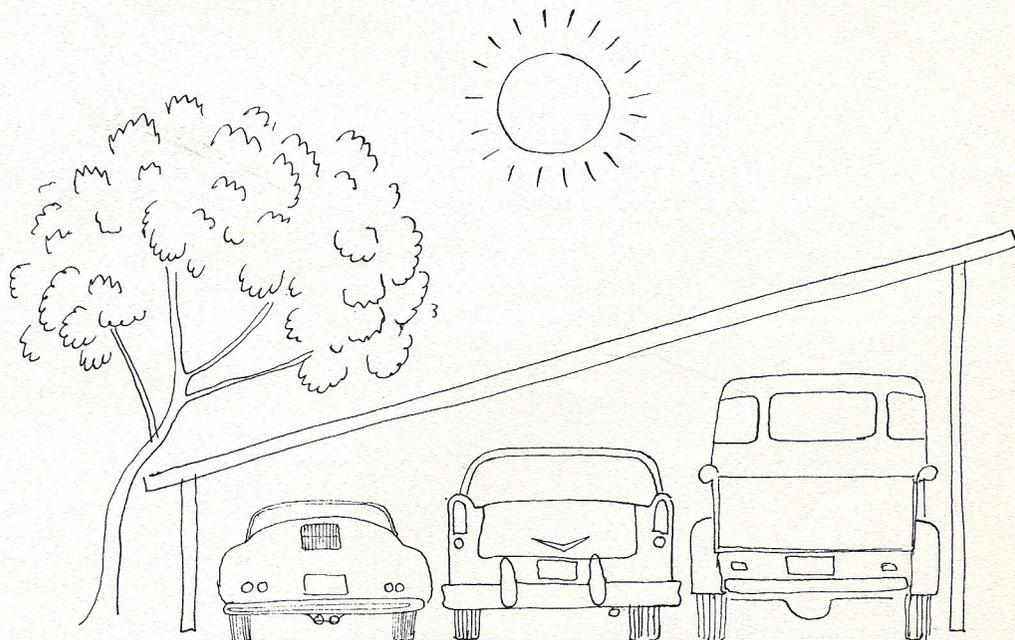
Gayle Preston

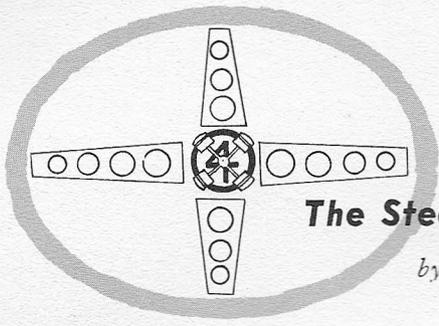
No, I do not. The idea of the S.C.C. S.C.C. is great but they have strayed away from their original ideas; it is now a police force for the top Rallye contestants. Turn the S.C.C. S.C.C. back to the clubs, instead of the contestants.

Bob Piercy

Howard Frank, president of S.C.C. S.C.C. was asked this question, but declined to give us his opinion.

In each issue of Checkpoint under this column headed "Opinion Gear" will be the answers given to a specific question that has been mailed to certain members of our club each month. If you should receive a postcard with a question on it please give us your opinion and it will be published in a coming issue.





## The Steering Wheel

by Bill Doyle  
President

At the start of each new year the incoming President usually states what he would like to see the club do for the ensuing year.

Santa Monica had a most successful year in 1956 under the direction of Burton Harrison and I find it quite hard to think of ways of bettering this performance.

I would like to see our chapter remain "the club putting on the best rallyes" and I'm sure our new Rallye chairman Dick Comen will do an excellent job.

Entertainment under Gayle Preston should be very interesting for he has had this job with other organizations and has some wonderful programs already lined up.

Just because you were not elected to the board does not mean you cannot be active. There are many jobs that non-board members can do and they are a lot of fun. Lyle Milhone is now the clubs Historian and Bob McKee will have charge of the Door prizes.

We have a very fine group of officers and Board members and I am sure that they will work together FOR YOU to make this year as successful as 1956.



## Editorial

New Year's Day while cleaning the garage (to make room for our bee-u-tee-full new pearl-grey 2.4 Jag sedan, mit overdrive yet) I came across a copy of the August 1954 SMFCCA Checkpoint". I wish that all the new members could see it and then they would realize what a long way this club paper has come. Much thanks and appreciation for the multitude of improvements go to Eugene Parker of Parker Enterprises, who prints the paper gratis each month; to John Graham and Roger Kennedy for our outstanding sports cartoons and snappy layout; to Audrey and Bill Doyle who have no title but do most of the work; and to Dick Comen, the guy who's had this thankless editor's job for the last four years and who has made the SMFCCA the outstanding sports car club paper in Southern California.

I am hesitant about taking over Dick Comen's job of editor, and the only way I'll be able to do it is with *your* help. So I shall be asking many of you during the year for articles, ideas, and pictures.

We will be trying out new things by new people this year and we are anxious to have your opinions. Perhaps you have already noticed some new names in this issue. If you like what they wrote, will you tell *them* so?

I will close this editorial with a promise: the more articles and pictures you send for the "Checkpoint" the less you will hear from me!

## Echoes from "Nowhere"

by Elizabeth Noble

The Rallye from Nowhere is now well past. The amazingly large turnout, sixty-seven cars, was exciting and at the same time rather nerve wracking to a novice rallye-mistress. However it did make the hours with pencil and slide rule seem well-spent.

Most of the participants seemed to relish the quirks, although there were those who were "too shook up" to fully appreciate the last perfect Sunday given us by a thoughtful weatherman. Somehow some of the rallye cars didn't get quite their full four hours of sun in our Santa Monica Mountains. On the other hand there is the guest car on its first rallye that was so busy enjoying the scenery that it made an unscheduled run to Seminole Hot Springs.

I want to express my gratitude first to my co-rallye master, Haywood Young who worked long and hard on the layout before taking himself off to Cathedral City, aided and abetted by the satanic assistance of my sons, Bob and John. Then my warmest thanks to my twenty-one checkers who were kept hopping much longer than I had anticipated due to the large number of entries. I greatly regret that one check point was temporarily mis-placed, and bless Ed Lynch for his able rescue. What a pity that his Jag threw a couple of rods! But the Lynch was quite undaunted.\*\*\*

The rallye quizzes filled out at the finish have been fun and informative. It was rated from 10% to 100% (how nice).

The speeds were "too slow"; they were also "too fast". The route was set by an "extremely timid person"; but it was also "too difficult" (where were those signs?). The navigator's instructions were "childishly simple"; they were "impossible to understand". The coffee break was "too long"; "six minutes is too short" for service anywhere (and how did you figure 2.5 centidays?). After all was over and done with, most everyone decided he had had a "ball."

With so many cars running, I am especially grateful to Sam Hanks and Wilshire Motors for our beautiful dash placques — and wasn't it nice for Sam Hanks and Mrs. Hanks to come to our Christmas Party so that he could present them himself? Hope you didn't miss it!  
\*\*\* But not the Lynch's pocket book. (ED).

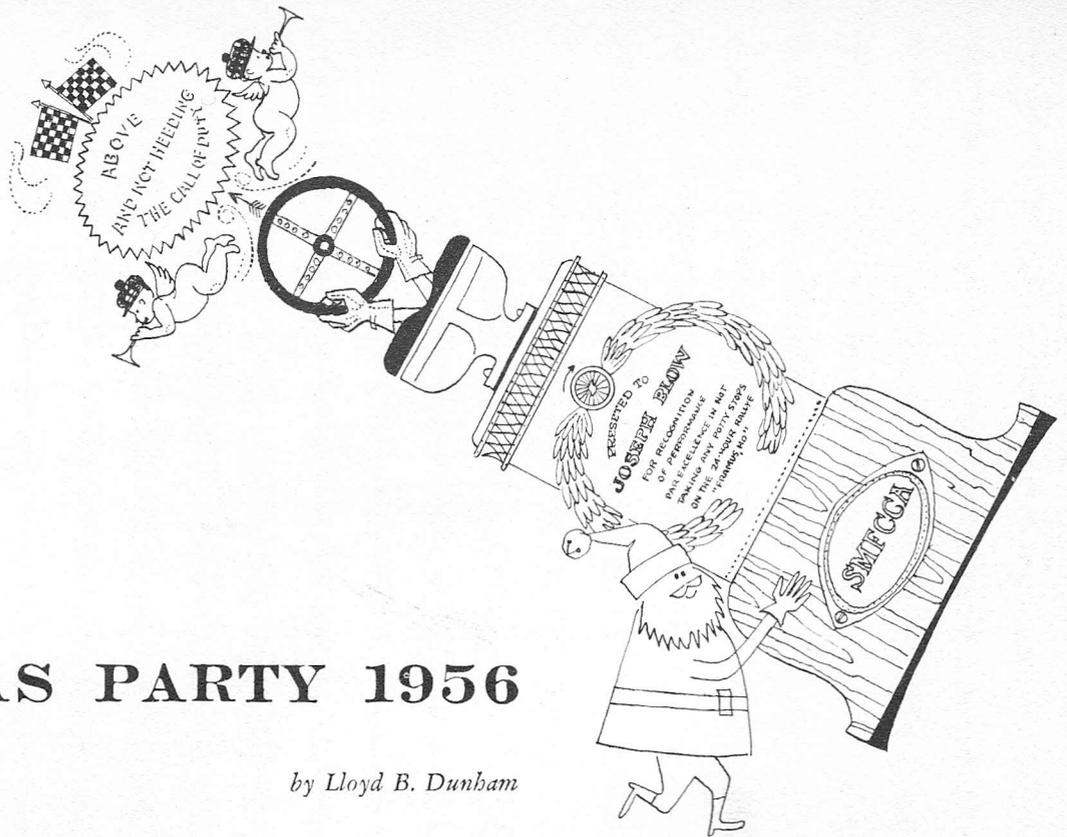
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## Your New Rallye Chairman Speaks

At the January meeting I will be seeking volunteers to put on this year's rallyes. To try and please everyone, part of the time at least, we would like to diversify the rallyes as much as possible. If we can get enough volunteers, we will be able to alternate fun rallyes with straight navigational rallyes. If you are new to rallyeing and want to put on a rallye, please don't hesitate; plenty of help is available. Talk to me, Dick Comen.

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Santa Monica had 67 members at the start of 1956 and ended with 125, making us the largest of the Four Cylinder Clubs.



## CHRISTMAS PARTY 1956

by Lloyd B. Dunham

When I was asked to write an article on the Christmas party the first thought that came to my mind was how does one write such an article without sounding obnoxious. I did find that after receiving numerous phone calls during the past week it was made much easier. All of the comments were about the same: how much everyone enjoyed himself and how well the party was planned. Without going any farther and after the last statement I would like to thank the Christmas Committee for all their cooperation and help.

The committee worked with Pat and me on every detail, such as where our party would be held, the decorations, door prizes, arrangements for the orchestra, the time schedule, and many of the other details that it takes to put on a successful party. I want to thank the Comens, the Milhones, the Ladys, the Dildines, Dick Raitt, Pete Darley, Don Hunziker, and Les Hoeft.

I will try to give a resume of this gala affair that is now a thing of the past for those who were unable to attend. The party started off with cocktails and dinner which didn't seem to be objected to by anyone. The food was good and the drinks were even better, as some people found out. The gals looked terrific all dressed up in their party finery, quite different from rallyes.

The program started off with the introduction of John Foster, the national president of F.C.C.A., who came up with a couple of his jokes and kept us entertained for the short time he could stay. He had two other club parties to attend that night. Other guests were Mr. and Mrs. Roger Kennedy, and Mr. and Mrs. John Graham, who are a few of the people responsible for our fine monthly publication, "Checkpoint". Mr. and Mrs. Sam Hanks were also guests for the evening. Sam Hanks is with Wilshire Motors and later on in the evening he presented Ed Lynch with the dash plaques for the November rallye.

The program was then turned over to Burton Harrison who introduced the board members for the past year.

Burton gave the gavel to Bill Doyle, our new president, who in turn introduced the incoming board members. After all the introductions were made it was dance time.

The orchestra was very good. I feel that two of the contributing factors to the success of the party were the band, which could play almost anything asked for and the fact that the Elks Club has a fine dining room and dance floor for a party. The room was very nicely decorated with the bar adjoining, and the tables were arranged in night club fashion around the dance floor, all of which made for a warm atmosphere. I would like to add at this point that the party could not have been a success if it hadn't been for the one hundred and thirty-three members and guests who were there. Everyone seemed to be in a party mood and really had a ball. To those of the members who didn't attend, all I can say is that you missed a party that I hope was a party to end all parties — until next year, that is.

Twice during the course of the evening we had a drawing for door prizes which were donated by the merchants in and around Santa Monica and by some of the members. These door prizes were gratefully received as the donors, like everyone else, went all out for this club function.

At long last, after much dancing and merriment, it was time to have the awarding of the year-end and December rallye trophies. This was ably handled by Ed Lynch. When Ed had presented all of the beautiful trophies, he turned the mike over to Burton who presented plaques to some of our guests for services rendered. Ed Warren, one of our most active members, awarded car badges to Bill Doyle and Jim Hines who tied for bringing in the most new members during the year.

Dancing continued until the clock struck one, which brought our party to an end and also brings this article to an end. I hope this will give those of you who weren't there a picture of the enjoyable evening and bring back memories to those who did attend.



Dick Comen 1956 Rallye Champion receiving his trophy with Ed Lynch hiding behind it.



Ed Vogler and Bill Doyle receiving their 2nd place Trophies from Ed Lynch.



Evvie Vogler, 3rd 1956 - Rallye Championship.



Juan Manuel Frankel or Morrie with hat.



Ed and Betty Venable receiving their 1st place member trophy — Rallye from Nowhere.



Dick and Gloria Worden—2nd place member — Rallye from Nowhere.



Chris and Jim Hines — at last, a Trophy!



Burton Harrison presenting Dick Comen with Bourbon and plaque for services rendered.



Your photographers, Herb and Erica Schwarz.



The Christmas committee celebrating a successful party, Les Hoelt, Lloyd and Pat Dunham.



Ruth Piercy and Friend

*More pictures on the next page*

**Christmas Party (cont.)**



Ann Edlefsen, Roma Tranchina and George.



Ann Edlefsen and Chris Hines gabbing as usual.



The Harrisons and Warrens with National President, John Foster.



Ann Edlefsen and John Tranchina cutting a mean rug.



The Comens, the Whites and a bottle of Schlitz.

**Trophies Awarded  
At the SMFCCA Christmas Party**

Service awards:

Eugene Parker, In appreciation for printing the "Checkpoint"

John Graham, In appreciation for cartoons for "Checkpoint"

Roger Kennedy, In appreciation, art and layout for "Checkpoint"

Dick Comen, In appreciation, Editor of "Checkpoint" 1952-56

Burton Harrison, Past President's gavel and plaque

Rallye from Nowhere trophies

Marge Moyer and Burton Harrison, special booby awards

Ray and Jo Martin, Sportsmanship plaque

Ed and Betty Venable, 1st member

Dick and Gloria Worden, 2nd member

Dick and Prissy Comen, 3rd member

Dash plaques donated by Wilshire Motors

1956 SMFCCA Rallye Championship Trophies

1st	Dick Comen .....	219 pts.
2nd	Audrey and Bill Doyle, Ed Vogler .....	208 pts.
3rd	Evvie Vogler .....	207 pts.
4th	Lloyd Dunham .....	200 pts.
5th	Ed and Betty Venable .....	180 pts.
6th	Prissy Comen .....	175 pts.
7th	Ray and Marge Moyer .....	136 pts.
8th	Jim and Chris Hines .....	135 pts.

Special Sportsmanship Award, Donated by Ralph Cutright Motors, S.M. — Jim and Chris Hines

1st of marque awards, Donated by Al Sherwin Trophies

1st Jag Ed Vogler

1st MG Dick Comen

1st Austin Healey Audrey and Bill Doyle

**January Meeting Entertainment**

by Gayle Preston

At the January meeting, Officer T. M. Browning of the Education Division of the Los Angeles Police Dept. will be our guest speaker. He is past Secretary of the National Hot Rod Association, and at present, is the President of the newly formed Police Advisory Council for Car Clubs of all types. Besides speaking to us, he will show a film entitled "Car Club 500 Rodeo."



Advertising rates in Checkpoint can be obtained by calling Bob Piercy, AX 1-9373.



1956 BOARD: (left to right seated) Jim Hines, Marge Moyer, Chris Hines, and Dick Comen; (Standing left to right) Lyle Milhorne, Ed Warren, Burton Harrison, Ed Lynch, Gayle Preston, Bill Doyle.



1957 BOARD: (left to right seated) Ruth Piercy and Prissy Comen; (standing left to right) Jim Hines, Bob Piercy, Dick Worden, Lloyd Dunham, Bill Doyle, Ed Lynch, Dick Comen, Ed Venable and Gayle Preston.

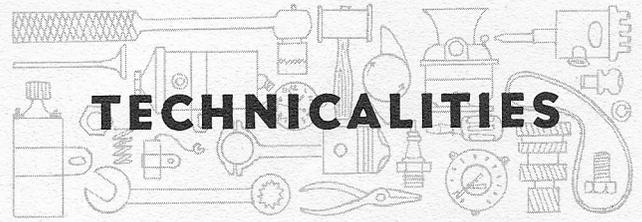
## News from National *by Jim Hines*

After a brief business meeting in which each chapter's National Representative gave a quick rundown on his chapter's activities for the past year, all of the 63 persons gathered in the Mobilgas Auditorium were treated to several surprises.

Upon entering the auditorium each person was given (free) a ticket for door prizes, which were (1) a pair of Italian driving gloves, (2) a first aid kit, (3) a trouble light with 10 ft. cord, and (4) a computer. After the drawing and awarding of these fine prizes it was found that the Italian gloves consisted of a pair of cotton work gloves, the first aid kit was a single band aid packed in a large box, the trouble light was a birthday cake candle with a ten foot piece of string attached, and the computer consisted of one small pad of scratch paper with matching stub pencil.

With the lucky door prize winners clutching their ill-gotten gains the house lights were lowered and the assembled group were treated to some beautiful films of "Road America Race" at Elkheart Lake, Wisc. The film was shown in 3-D color with Jack Webb narrating. After this, our hosts, G. P. treated us to some films on racing boats; their products were so potent that only one boat finished the "big race" after all the others had come unglued due to the tremendous amount of power unleashed from the fuel they were burning.

Upon completion of the films the meeting was adjourned, but the National Board still had to hold its business meeting — which it did, in the lobby of the G. P. building with a hoard of sanitation engineers sitting in.



## SELECTION AND MAINTENANCE OF RALLYE WATCHES

*by Ray Martin*

Careful selection should be made as to the watch you purchase for your rallye timepiece. It should be large enough to enable easy and accurate reading, preferably 16 size, with a sweep second hand.

The watch must be as dependable as a railroad watch which is timed in 6 positions and adjusted to temperature. Your selection of this type of a watch will give you many years of service.

A new watch of this caliber is expensive and although there are some surplus 24-hour watches which are your best buy, these are, however, very scarce.

Stop watches are a second choice but care should be taken in the purchase of this type as many are unreliable. A chronograph is another timepiece which can be used with a certain degree of accuracy but they have small dials which are hard to read.

When you select a watch, have your jeweler check it on his electronic timer which records the condition of the watch on a tape.

After your watch is correctly timed, handle it with care. It is a precision instrument and very delicate, unable to stand rough treatment; so be careful of it and it will give you the accuracy you expect of your timepiece. Once a year, the watch should be cleaned and oiled. NEVER remove the back from your watch as your jeweler guarantees his work and will make any necessary adjustment to keep the watch running accurately.

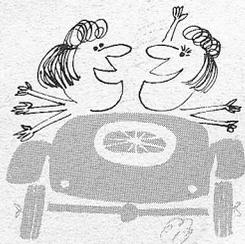
Every two or three months, have your watch checked electronically to indicate whether the timepiece is maintaining its usual accuracy. This service should be free by your jeweler. As your watch varies over a period of time, this occasional check-up is necessary.

Wind your watch regularly, whether it be once, twice, or more times per day. A good timepiece should stay within 10 seconds per day. It is recommended that a rallye watch be mounted and regulated in a given position for the greatest accuracy as there is a slight variation in each position.

(Note: Ray Martin sold us and services the S.M.F.C.C.A. watches. Follow his advice and you should get much smaller checkpoint errors—ED.)

This was yours truly and wife's first annual Four Cylinder club national business meeting, but it certainly will not be our last. We not only enjoyed the meeting and the films but had a chance to meet old friends last seen on a National quarterly event.

P.S. Don Royer of the Glendale Chapter carried off the trophy for high point National quarterly events. Four friends and a total stranger helped him carry it to his car.



## For Women Only

by Betty Venable

We made it through 1956! But 1957 doesn't look too bright what with Gail Holden being named by Bruce Pollack as his auxiliary member. In case some of you Santa Monicans don't know who this sharp gal is, here are the facts: she is a mathematician by profession AND she won the 1956 S.C.C. S.C.C. Championship. The competition is getting ruff.

All of you fellows who were envying Jack Charney's new ski sweater at the November meeting should get busy. He knit it himself.

Blanche Grace, whose husband, Earle Grace, is president of Palm Springs Sports Car Club, was at the November meeting.

Don't know what this had to do with the elections, but did you see the raw eggs flying around the nominations for president? Just somebody expressing an opinion, I guess.

Sick List: Harry McKee was in the hospital for surgery, but is now on the mend. Bill Doyle spent the day after New Year's out cold with a wicked case of ptomaine poisoning.

Janet and Lyle Milhone celebrated their birthdays last month. They were born a day apart in the same hospital in Omaha. Is this what is called "robbing the cradle"?

In October, Morrie and Nadine Frankel took a trip to Dallas and Abilene and were loaned a private plane in which to commute back and forth. Those Texans do things right! The Frankels and the Strands spent the Xmas holidays on a freighter traveling the Caribbean.

Poor Bill Doyle! Some lady (?) driver in a Detroit thing backed into his new Healey. Result: one hindered Healey, happily not hopelessly hurt.

Barbara Pearce is married now to Jim Feick. Jim is in the Navy, but expects to be out in February.

Dick Murray and Lizz Barber were married Dec. 8th and are now living in Manhattan Beach. The scene immediately following the ceremony was reminiscent of a recent football game. Quarterback Liz called a pass pattern play. The downfield receiver (of the bridal bouquet) was Jane Teufel. The defending line-backer (Dick Raitt) saw the play develop and moved into position to intercept. However, the pass was completed and Jane caught the bouquet. For a touchdown??????

The party who came in third on the Chilibeau Rallye (and whose initials are B. P.) has been caught practicing optometry without a license.

OVLOV DEPT: Driving new ones are Geoffrey Harrison and Joe Schuette.

Everyone was real happy to see Ruth and Buzz DeBardas at the Xmas party. Their new swimming pool will be completed in January, but frankly, I don't see when he'll find time to use it, unless he gets his Jag equipped with pontoons.

Happy 1957 — and remember, evil spelled backwards is LIVE!

## New Members

Earl Drew .....	Austin Healey
	427 7th St., Santa Monica
Todd Eberle .....	TR 3
	4409 Strand, Manhattan Beach
Claus Kuemmler .....	TR-3
	4409 Ocean Dr., Manhattan Beach
Kathleen Riley .....	MG-A
	417 Rosecrans Ave., Manhattan Beach
Louis Yates .....	2 W's,
	Porsche 1600, Ferrari 4.9
	7421 Beverly Blvd., Los Angeles
Chester Anderson .....	Volvo
	2589 South Sepulveda, Los Angeles
Bob Fenton .....	MG and Hillman
	1522 S. Cloverdale, Los Angeles
Ronald Rochester .....	Austin Healey
	5714 San Vicente, Los Angeles
Bruce Chisholm .....	T-Bird
	P. O. Box 11, Pacific Palisades

## Don't Dallye Rallye Info:

This will be a navigational rallye with no gimmicks.

Computation will be extremely easy, and the speeds will be moderate. You will see some of the fire-burned area in the Malibu mountains on the way to Ventura County.

The total time will be 5 to 6 hours with a stop for lunch at a restaurant, but you can bring your lunch if you want to.

Rallye Master  
Ed Venable

