



# Check Point

SANTA MONICA CHAPTER

Volume 3, Number 2

February 1957



**Betty Venable Selling Cigars At Don't Dallye Rallye**

**Next Meeting:**

Wednesday, February 27, 1957, 8:00 p.m., Joslyn Hall, 7th and Wilshire, Santa Monica. **PROGRAM:** E. Forbes-Robinson speaking on "Trails, Rallyes and Gymkanas in Australia."

**Next Rallye:**

"Idiots' Delight Rallye". Sunday, March 3, 1957. Start: Sears Santa Monica Parking lot. Drivers meeting at 9:45 a.m. First car out at 10:00 a.m.



## Check Point

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**SANTA MONICA CHAPTER OF  
THE FOUR CYLINDER CLUB  
OF AMERICA**

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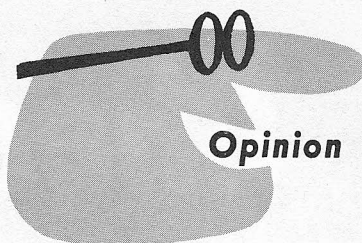
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## Opinion Gear

**Do you think the SM FCCA should limit the quality or quantity of its membership?**

\* \* \*

It would be extremely difficult to limit quality — who would be the judge? Quantity could and should be limited when it is felt that the membership becomes unwieldy. . . Dick Worden, Vice president, 1955

\* \* \*

Quality: no limitation. We have too many inactive members, but this is an ailment suffered by every organization in existence except the Society of Advocates For Free Love Inc. If we terminated the membership of inactives, we would have to refund part of their dues. Too complicated.

Number: no limitation, because we don't have too many active members. At the present rate of growth, we may want to consider this later in the year. . . Ed Venable, Membership chairman, 1957

\* \* \*

Absolutely NO. Who would pass the judgment on what are the right qualities? Not one of us is the perfect human, therefore we cannot judge others. First impressions are not always correct. It takes time to really know and enjoy another person's company. As to number, the club as a whole will decide that. A good club will grow, and one not so good will shrink. . . Mel White, President, 1955

In limiting members for any reason in an organization such as ours would be rather undemocratic. I do think we should have a control on membership to do away with the "joiners" and to drop non-participants in club activities after a certain length of time. By doing this the quality and quantity would automatically limit itself. . . Gayle Preston, Entertainment chairman, 1957

\* \* \*

NO! Our motto is "More fun for everyone". This includes anyone who wishes to join our club and participate in the fun we have to offer. As to quality, our events are tops and so are our members. Some of the nicest people I know drive sport cars and belong to the FCCA. Let's not get exclusive. I heard about one club that tried it and they almost went out of existence. Let's live up to our motto and have just that — MORE FUN FOR EVERYONE. . . Ed Warren, Membership chairman, 1956; Chairman of the Board (National), 1957

\* \* \*

Certainly NOT! SM FCCA has increased its membership considerably in the past year. We must be offering the kind of activities and friendship that the membership and prospective members want. Let's keep it that way and feel proud that new members want to join our group. Who among us feels qualified to judge any of us, as to social graces or whether we are acceptable to join or remain members of SM FCCA? . . Ted and Ann Edleisen

\* \* \*

At the present time I do not think it would be advisable to consider limiting membership in SM FCCA either by number or quality. We have been fortunate in attracting a most desirable group of new members and the club has not yet grown to the stage where it is either unwieldy or impersonal. . . Burton Harrison, President, 1956

## NEW MEMBERS

Roy and Marie McElroy  
524 S. Broadway, Redondo Beach  
Joseph V. Schuette .....Volvo  
413½ S. Gertruda, Redondo Beach  
Fred and Skipper Du De Voire  
1222 McClellan Dr., Apt. 10, L.A.  
Jane Teufel  
9689½ W. Olympic Blvd., Beverly Hills  
Dick and Liz Murray .....A.H.  
230 30th St., Manhattan Beach  
John Baines .....MGTD  
7606¾ Crenshaw Blvd., L.A. 43  
Charles and Drissa Cooke .....TR2  
5042 Los Feliz Blvd., L.A. 27

Don and Ruth Egermayer .....Mercedes  
16321 Roosevelt Hwy., S.M.  
Lloyd Klein .....VW  
8714 Glenoaks, Sun Valley  
Gary Loomer  
3824 W. 113 St., Inglewood  
Larry Harris .....MGTD  
9220 S. Hobart Blvd., L.A. 47  
Bruce McKay .....MGA  
200½ S. Rexford Dr., Beverly Hills  
Carl and Helen Straub .....Jag  
427 7th St., S.M.  
Howard Tanger .....MGA  
3607 W. 113 St., Inglewood

## SM FCCA CALENDAR

February 27, 1957 — monthly meeting  
March 3, 1957 — Rallye for February  
March 8, 1957—SM FCCA Board Meeting  
March 27, 1957 — monthly meeting  
March 31, 1957 — Rallye for March  
The SM FCCA board meetings are held the second Friday of every month

and the club meeting are held the fourth Wednesday of every month. The club event (rallyes, gymkanas, etc.) is held on the Saturday or Sunday following the club meeting. For further information about any event call Bill Doyle, Ed Lynch, or Dick Comen.

## After the Board Meeting



Bob Piercy telling a tall one.



Ed Venable and his harem.



## News From National

by Jim Hines

January 15, 1957 the board of directors of the FCCA Inc. held its first meeting of the new year at Blarney Castle. With a near capacity crowd totaling almost twenty-four people, elections of officers was held with the following results:

Chairman of the Board—Ed Warren\*  
National President—John Foster  
First vice-president—Howard Kunow  
Second vice-president—Charles Lucas  
National Secretary—Betty Warren\*  
National Treasurer—Chris Hines\*

(\*indicates a member of SM FCCA)

The last officer was elected over the violent protest of one of the directors present and after the elections were over this protestor (guess who) was last seen trying to make a getaway in a left-over Rose Bowl float (Detroit Iron).

After last year's term as treasurer of the SM FCCA, Chris' husband is looking forward to this year. After all, who wants to be seen in last year's Ferrari?

## Editorial

Last May one of our long-time members, RENO LAWRENCE, resigned from SM FCCA because he felt that the action taken by the board on a certain rallye protest was unjust, biased, and not up to the club's excellent rallye standards. RENO then became quite active in the San Fernando FCCA and was editor of their paper last year. RENO has now rejoined the SM FCCA and out of curiosity I asked him why. Here is his answer.

"Our gracious and charming editor (such mularky, ed.) has asked me to do a brief bit on 'Why I decided to rejoin the Santa Monica FCCA.'

I shall be magnanimous in admitting an ulterior motive: the prospect of getting more out of my membership in the FCCA through affiliation with this chapter.

I arrived at this conclusion through the process of elimination, by comparing your panel of officers (supplied me by one of my spies) with those of some of the other clubs. This board, as I see it, is composed almost entirely of ACTIVE members, and by active I mean members who have been actively participating in most of the club's activities throughout the year.

I have always contended, much to the chagrin of the officers of one of the (FCCA) clubs, that every officer should be a shining example of the aims and purpose of his club if he were to inspire the respect and co-operation of his fellow members.

Too many good clubs have been ruined by the professional office-holders with the attitude "Don't do as I do do as I say." What happens? First, interest of the subjugated members begin to wane, followed by activity stagnation and finally complete club disintegration.

SM FCCA is primarily a rallye club and as such 'By our rallyes shall we be known.' With our present board of experienced and enthusiastic officers, and a grand gang of fun-loving members to back them up, I look forward to a rip snortin' rallye year with the Santa Monica Chapter.

All I want is the most I can get from my membership in the FCCA.

Sincerely,

RENO LAWRENCE

This month you will find a new column in "Checkpoint," 'RALLYE REMINDERS' by DICK COMEN, your rallye chairman. Each month DICK will give us some hints and help on how to run a better rallye.

This month the technical article is on womens' rallye clothes. Not very technical, I grant you, but of considerable interest to approximately 40% of the membership. Next month we will have something of more technical interest to you fellows by BOB PIERCY. Speaking of next months issue: if all goes well it will be something special.

## Book Review

by Sue D. O'Nimm

"Press On Regardless' by Ann Taylor and Fern Mosk

Ann Taylor and Fern Mosk are a couple of gals who chose a wonderful title and then wrote an exceedingly poor book. It is an obvious attempt to cash in on the popularity of sports cars. After wasting a few hours reading it my only comment was, "Excuse me. I think I may be sick."



## DON'T DALLY RALLYE

(renamed Alpine Rallye I)

January 27, 1957

*Ed Venable*



Drivers' meeting at Don't Dallye Rallye.

Neither rain, hail, sleet, nor snow deterred the fifty-two determined rallye teams that turned out under threatening skies. The rain started even before all of the cars had been checked out. The rallye route went north on the Coast Highway to Ventura, then to Ojai and Santa Paula. The return trip was through Moorpark, ending at Calabasas.

A snowstorm at Ojai lent a European flavor, but made the checkpoint at Camp Comfort (Comfort?) probably the most miserable checkpoint ever. No less than three rallyes went through Camp Comfort at the same time! The checkers, the Dildines and the Dunhams, had to brush snow from windshields to see car numbers, check in our cars, and direct other cars to their checkpoints. In spite of this, plus falling snow, mud to their knees, and frost-bitten fingers, the checkers did an admirable job.

The Upper Ojai Valley with a mantle of snow was beautiful. The Merediths enjoyed the scenery so much that they parked for an hour. Barbara M. had lost control on the icy road and spun out. After assistance from a tow truck they continued. The tow truck had an error of 37 seconds on that leg, very good for a novice.

So on to Balcom (Canyon) Road! Legs #3 and #4, both dependent on that sign, were not scored because of

the error in the instructions. I apologize! the checkpoint in Balcom Canyon was manned by the Lynches and Phillips, with the help of John Lynch and the complete housekeeping facilities in the Lynch truck.

From there to the end the route was over familiar roads and the rallye was uneventful except for a broken wheel and some confusion at the T's.

Thanks to Ken Phillips for helping to lay out the route, and to Dick Comen for organizing things. Besides the regular trophies, I suggest the club consider the following awards:

To Barbara Meredith, an introduction to a Michelin X distributor.

To Audrey Kopp, a retread job on her windshield wipers.

To the Dildine's and Dunhams, four pair of snowshoes.

To Bob Piercy, 38 miles of blacktop paving and bottle of mustard. He said that he would eat the road between Calabasas and Moorpark if that wasn't a T. (It wasn't.)

To Reno Lawrence, a new raincoat for providing traction out of the mud.

To the Doyles, a year's membership in the Eight Cylinder Club, Fordomatic Chapter. Shame!

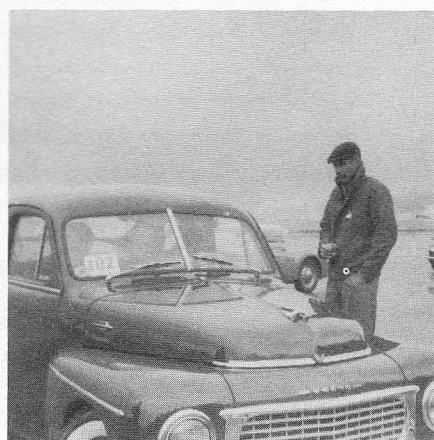
To the rallyemaster, an eye examination by a *good* optometrist.



Checking the master timer.



The Robinson's new 190.



Rallyemaster Ed Venable at Start of Don't Dallye Rallye.





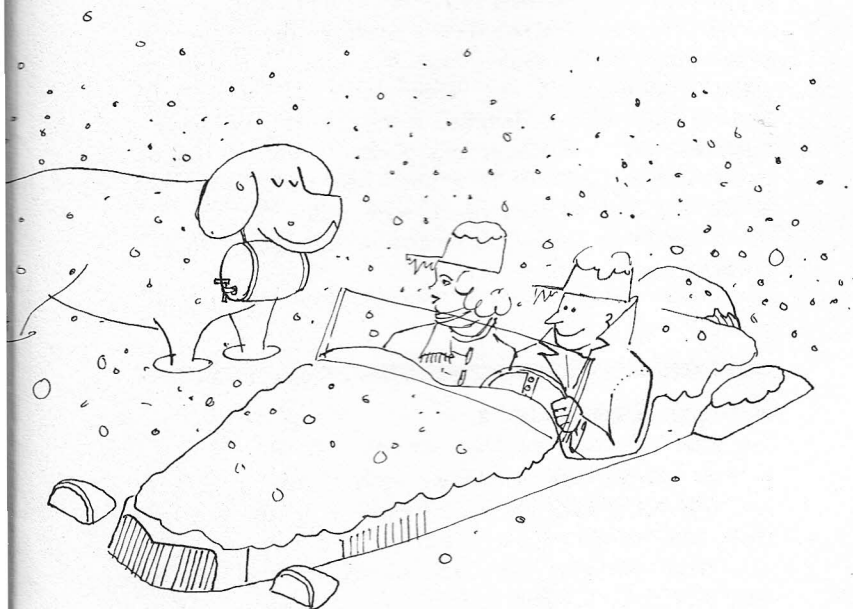
Bruce Chisholm's T-Bird (1st Member)



Harry Peterzell still smiling.



Piercy's engine — so potent that it's strapped in.



### Don't Dallye Rallye Results

1	K. McCready	G	O. Hawley	G	1:02
2	Bruce Chisholm	M	Evvie Vogler	M	1:34
3	A. Doyle	M	B. Doyle	M	1:56
4	R. Moyer	M	M. Moyer	M	2:01
5	D. Davis	G	B. Davis	G	2:01
6	B. Pollock	M	G. Holden	M	2:16
7	D. Hunziker	M	P. Darley	M	2:20
8	L. Harris	M	J. Baines	M	2:22
9	B. Piercy	M	R. Piercy	M	2:23
10	R. Lawrence	M	E. Lawrence	M	2:44
11	D. Beirdneau	M	L. Beirdneau	M	2:44
12	R. Martin	M	J. Martin	M	2:49
13	J. Weishuhn	M	H. Weishuhn	M	3:49
14	B. Crystal	G	A. Keith	G	4:03
15	J. Norgard	G	J. Norgard	G	4:16
16	M. Eide	G	H. Hoskins	G	4:18
17	J. Allbright	G	W. Johnson	G	4:34
18	B. Meredith	G	C. Meredith	G	4:37
19	D. Raitt	M	M. Shoemaker	G	5:11
20	C. Cooke	M	D. Cooke	M	5:26
21	M. Verry	G	M. Verry	G	5:29
22	D. Egermayer	M	R. Egermayer	M	5:51
23	V. Herman	G	V. Herman	G	5:56
24	H. Young	M	E. Noble	M	6:16
25	H. Peterzell	M	M. Gordon	G	7:05

Because of the amount of contestants and the limited space in Checkpoint we will show only the first 25 cars.



Before the rains came.

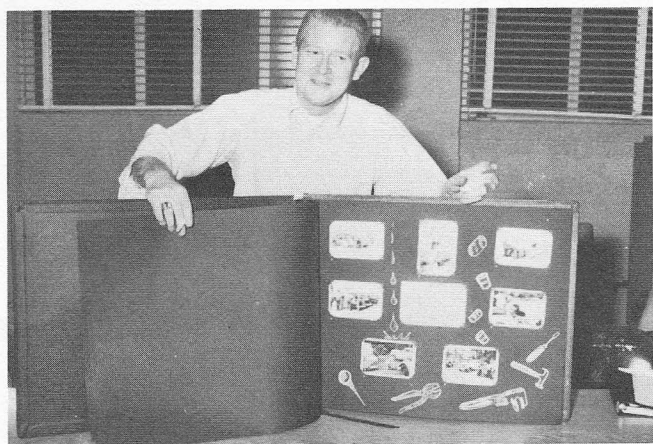


Lloyd Dunham in his new wagon.



The Buffenbargers about to start.





## Hi Rallye Cats

Rain makes the flowers grow so that future rallye routes will be beautiful. But it also makes driving a bit more difficult because of poor visibility. With your top up and your rear window fogged up, you can't see where you've been — or where the idiot behind you is going! You can make driving easier on you (and your nerves with the RAYDYOT WING MIRROR. These elegant mirrors have an offset mounting bracket which is reversible for use on either right or left side. They are available with either flat or convex glass at only \$5.45 each. Alert drivers use a pair at \$10.50.

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## February Meeting Entertainment

by Gayle Preston

Our guest speaker for this month will be the former first president of Santa Monica FCCA, E. Forbes-Robinson, or "Robbie" as so many of us know him. His topic will be "Trails, Rallyes, and Gymkhanas in Australia."

Robbie lived in Australia from 1946 until 1949. During those years he won many trophies in sports car racing, rallyes, trail and hill climbs. In 1949 he set a new record in the under 1500cc Hawksburg Hill Climb.

Robbie is married to a wonderful gal named Chris, and has two boys and two girls. At present he is head of Miller Precision Equipment Inc. who manufactures a tripod camera head featuring a frictionless viscosity drag principle.

## Idiots' Delight Rallye Info:

Throw away your slide rules and stop watches. The SM FCCA is putting on their first FUN RALLYE of the year, "Idiot's Delight," Sunday March 3, at the Sears Santa Monica Parking Lot. There will be a drivers meeting at 9:45 a.m. The first car leaves at 10:00 a.m.

This rallye will require no average speed computations. The only equipment you will need is a compass and several good LA and vicinity maps, and a sense of humor. This rallye is designed to cover a number of unusual and different things and places. It will be run on paved roads. This is NOT a pure-chance-type rallye, but it will require a number of different skills.

I hope that you will have as much fun going on this rallye as I had laying it out.

Terry Martindale  
Rallye Master

## Rallye Reminders

by Dick Comen

At checkpoints, would you please remain in your cars. Do NOT take your score card up to the checker's table. One of the checkers will pick up your scorecard.

Please put your name and address on both sides of your score card as soon as it is given to you at the start. Cards which are not addressed will NOT be mailed back to you.

If a rallye car is stopped by the side of the road, all following cars should stop and offer assistance. If you take time out to help, keep track of how much time you took, and turn it in to the rallye master at the end of the rallye.

When your speed is slower than that of the other cars on the road, please keep to the far right. If other cars (rallye and Detroit irons) want to pass, please give them every opportunity.

If you need a driver or a navigator for any rallye, call  
EVVIE VOGLER

at TOPanga 4042, Evvie will do her best to find you a partner. She usually has a surplus of drivers and few navigators. If you're free of a Sunday and can punch a stopwatch, give Evvie a buzz.





## Rallye Clothes

by Helen Harrison, Ruth Piercy, Evvie Vogler, Jack Carney

Many of you are the proud owners of your first sports car and are undoubtedly learning the hard way what is comfortable for rallye wear. Sports car fashion is accelerating this year; designers have gone all out to give us smart yet warm and comfortable wearables.

A woman can choose and be enthusiastic about any of the following clothes. On a chilly or rainy day a duffel coat or a lined water-proof jacket would be welcomed, especially the superior version with a hood which gives you warmth around the neck and head. A driver will never have any trouble with his navigator when she gets cold feet if he has a lambswool lined foot muff handy. The open car motorist might complain that the duffel coat leaves her knees freezing so she should also wear warm slacks, either plaid, tweed, or solid color.

Is there any need to discuss gloves? Most likely your husband has decided you should navigate, and therefore you wouldn't have the time to bother with hand warmers. But for the few who are fortunate enough to be the driver, leather gloves lined with knitted wool, fleese, or fur are indispensable. A real comfort for the cold-blooded is a fur steering wheel muff. Be sure this is fitted tightly; otherwise you both could wind up fatal statistics!

\* \* \*

What shall we wear? If your husband is like mine you're not going to get much help with that one. But clothes can be fun, and because you really ought to wear them you might as well enjoy them. He may help you decide between skirts and slacks but if he doesn't, your mirror will. The car is a great decider too: MGs are cold, Heals have heaters, and some cars have rollup windows! Removable layers can help here but you will both look better if you seem to belong together.

But be careful: the Twin Set look (driver-navigator) can be overdone. After all you're not too likely to be built alike. However, if it is not carried too far, dressing in harmony with the car and each other does smarten up the looks of things. If it is warm enough and he is wearing faded denims, you might well sport Bermuda shorts the same color and a shirt like his. Or how about gray flannels slacks, or you a skirt, and sweaters in a color complementary to car and complexion? Many jackets and sports coats look well in both male and female versions. There are an increasing number of Loden coats and Burberry types appearing at sports car events.

Scarves are useful but often less becoming than secure caps or hats. Hoods are wonderful at speed and gloves keep your hands warm and clean. It is often easier to look clean with stockings or socks than without. Tabis or Keds are good footwear in warm weather and wear flats; loafers, or those fine warm lined boots for the rest of the time.

If our clothes are as functional and as well groomed as our cars, we should look smart and feel good while we rallye and race.

The subject of what to wear on a rallye often comes up between us girls, with discussion pro and con. But from experience we have learned what not to wear.

Case in point: we were on a rallye, once upon a time, and before the rallye started, everyone was admiring the outfit of one of the female rallyists—a suit of matching hand knit capri pants and turtle-neck sweater. Tres chic! As my husband said, "a sharp-looking piece of material."

Came the coffee break where everyone was most anxious to make a pit stop (you know how it is). By chance I shared the rest room — one of those community affairs, no privacy — with the knit suit. Then the fun began.

Down with the capri pants and off with the sweater. What have we here? No, not what you would expect, but a leotard. A leotard is a one piece affair, kind of like long handled underwear without the handles and with a zipper down the back. Off with the leotard, and behold a full length girdle. At that point nature could wait no longer, so I did not see what happened next.

Twenty minutes and several coffees later the knit suit emerged, miraculously back together again. Even inside the coffee shop we could hear her driver yelling at her, "What in hell took you so long? We are already seven minutes behind time already?"

(Anyone for Mother Hubbards?) ed.)

\* \* \*

Question: Do you have hair? Do you go on rallyes?

Then you need help! (I understand this article is for the women, but we'll allow you men to read it too — equality and all that sort of thing.)

I hope all you girls have grown your hair long, because this is the answer to your problem. The plan is this: fashion your hair into two long braids, each falling in front of the shoulders. Tie the ends securely with elastic and on the right braid tie a length of cord and attach a pencil. Be sure to measure the cord carefully while in a sitting position to insure that the string hangs just long enough to be handy, but not so long as to be sat on. To the left braid is secured the all-important stop watch. Measure this cord so that the watch dangles at a comfortable height. Thus equipped, I know you will be the picture of the efficient navigator.

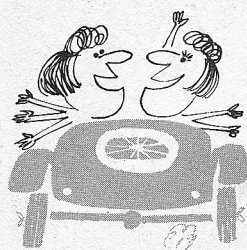
Now those of you who have short hair have a real problem. If you wear a hat it blows off; if you wear a bandana, it is too hot; if you let the sun beat down and the wind blow through, that's fine, but . . . Nine times out of ten you have been to the beauty shop the day before and undoubtedly your hubby didn't even notice how good you looked. But at the coffee break he remarks, "Thought you had your hair done yesterday." When you tell him that you did, he doesn't hesitate to tell you, in a very loud voice, what a lousy job they did and what a waste of his money it was.

The *big* question, of course, is "what to do." My answer is this; I have had no trouble since I got my butch!



Know what is going on —  
"Checkpoint" sees all, hears all, tells all.





## For Women Only

by Betty Venable

Greetings to CATHY COMEN — a 5 lb. 11 oz. bundle born to PRISSY and DICK COMEN on January 23, 1957.

Congrats! to GAIL HOLDEN and BRUCE POLLOCK on their engagement.

RUDY SCHMIDT has certainly had his share of the blues. His roommate borrowed his car and smashed in the front fender and headlight. Meanwhile, RUDY, while riding in a non-sports car was in an accident and ended up with a broken toe and cracked rib.

Pity poor LOU YATES, one of our new members. The guy doesn't know where his next car is coming from. To date he only has two VW's, a Porsche Super Speedster, and a Ferrari with a Chevy engine in it . . . Anyone feeling a bit envious could console themselves with this thought — license fees \$\$\$\$. Some consolation huh?

Then there are those of us who dream of going to Europe — and those who actually go. HERB and ERICA SCHWARZ will leave February 14, via SAS to pick up a new Porsche and take in some skiing. We'll hear first hand about their trip at the April meeting when HERB shows another of his entertaining films.

RON ROCHESTER has a new MGA (rumored to be Don Royer's old one)

and the DUNHAMS have a new station wagon. KEN and SUSIE PHILLIPS have a new "A" model. Not MG — but Ford! Ken suggests that we all send "CARE" gasoline packages to the SCHWARZ' and HARRISONS when they go to Europe.

Sorry to hear JOHN NOBLE is in the hospital. Hope you'll be feeling fine soon, John.

Incidentally, did anyone else get a neat package of pepper from the NESBITTS in their Christmas card? Rather strange, but thanks (?) CHARLOTTE!

How about a pie eating derby with COMEN, WORDEN, DOYLE, HINES, LYNCH and of course, PIERCY as contestants. They were all participating at the last board meeting.

There's probably been too much said about that rallye in the snow, but here's a strange fact we shouldn't let happen again — The winning car was a Plymouth, second was a T-Bird and third was Doyle's station wagon. Did someone say "sports car rallye?"

I'm pretty irked at that rallye master too! Practically everyone who went, checked, or stayed home from that rallye got a trophy, recognition, or honorable mention. But not a single bit of praise did I get for sticking to my post for four hours in spite of snow-blindness, frost bite, wet clothes and an invitation from a charming gentleman to sit by a warm fire, sip cocktails, and —. Would someone please recommend a good psychiatrist?

A mass of concentrated earthly material perennially rotating on its axis will not accumulate an accretion of Bryophytic vegetation!!! See Professor Warren at FRontier 2-7526.

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