



Check Point

SANTA MONICA CHAPTER

Volume 3, Number 3

March 1957



Coventry Experts Safety Check Jaguar

Special Safety Issue

Next meeting:

Wednesday, March 27, 1957, 8:00 p.m., Joslyn Hall, 7th and Wilshire, Santa Monica. PROGRAM: Films, "The Lockheed 24 Hour Rallye of 1956" and "The Mediterranean Cape Rallye, 1953."

Next rallye:

"Triangle Rallye," Saturday night March 30. Navigational type rallye. Start at the Sears Santa Monica parking lot. Drivers meeting at 7:30 p.m., first car out at 8:01 p.m.

Check Point

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

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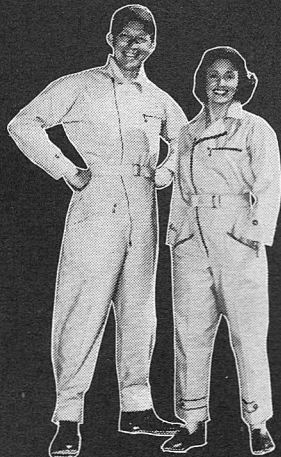
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**For
Women
Only**

by Betty Venable

Betty and Ed Warren took a short trip to Phoenix to see Buzz and Ruth De Bardas. Betty reports that their house is so scrumptious, pool is just lovely, and the De Bardas family and George (the new Beagle) very happy in Phoenix. By the way their address is 1617 No. 10th St., Phoenix, Arizona.

Santa Monica had a good turnout on the Don Diego Rallye. Piercy was determined to head across the border, and was always getting off the rallye route! The team (we better not mention names) had fun . . . so who wants any of the old dust catching trophies anyhow! Fortunately, we had Tom Higgins, and Gayle Holden and (name withheld by request) to pick up some hardware and hold up the Chapters good name. Also spotted were Al and Charlotte Nesbitt, Jane and Howard Frank, Sylvia and Bill Hanna, Virgil and Virginia Herman, Tom Higgins, Reno and Eo Lawrence and Gary Loomer.

Terry Martindale's "Idiots' Delight Rallye" found idiots counting stripes on the smoke stack at Hyperion & gaz-

ing at statues in Griffith Park. It was quite a surprise to those who thought sports car owners were an uncultured lot to see us taking such an interest in the art work up there! Idiots Delight . . . duh!

Observations from the X Captain of the Vogler Rallye Team of '54, '55, and '56. — the Venable's January rallye, what with "Michigan Monsters" copping the first three places, has set sports cars back five years. Evvie Vogler navigating for Bruce Chisholm, in a T-Bird yet, his first rallye, in car No. 1, came in 1st member, 2nd overall. The Lynches rallye of January last year, Ed and Evvie in car No. 1 also came in 1st member and 2nd overall. In a 12 hour championship rallye last summer, Evvie in car No. 115 (the Triumph-driver shall be nameless) placed 115th. This kid Evvie is definately in a rut.

Bob and Joyce Culleton are now driving a new 1600 Porsche speedster — blue with red upholstery and chrome wheels.

Ruth and Bob Piercy and Betty and Ed Warren planned a surprise dinner party in honor of the Harrisons who have a fabulous trip to Europe planned. They are leaving the night before the March meeting and by the time you will be reading this, they'll be driving a vulgar Mercedes Benz 300 SL all over Europe.

And as if that weren't enough, the Doyles are packed and ready to set sail for Honolulu!

Cigars, Cigarettes, anybody . . .

SMFCCA CALENDAR

March 27 — monthly meeting.
March 30 — Triangle Rallye, 7:30 p.m.
April 12 — Board meeting.
April 24 — monthly meeting
May 5 — April rallye.

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 .

NEW MEMBERS

Irwin C. Shiell and ValeskaMGTD
7033 Teesdale Ave., North Hollywood
Dentist
Jack Virden and RustyTR2
802 Strand, Apt D., Hermosa Beach
Salesman FR 917547
Audrey KoppVW
2718 Selby Avenue, L. A. 64, VE 9-4995
Fred GlaesnerMGTF
2922 Highland, Santa Monica
Robert M. Sweet and Betty
7041 - A Alvern St., L. A. 45
Physicist OR 2-8511
Don R. Dwyier and Fred DwyierTR3
6217 Otis St., Bell, Calif.
Salesmen LU 7-3996

TOTAL MEMBERS TO DATE — 135

IF EVERYONE

If everyone who drives a car
Could lie a month in bed,
With broken bones and stitched-up
wounds,
Or fractures of the head.
And there endure the agonies
That many people do,
They'd never need preach safety
Anymore to me or you.
If everyone could stand beside
The bed of some close friend
And hear the Doctor say "No hope"
Before the fatal end,
And see him there unconscious
Never knowing what took place,
The laws and rules of traffic
I'm sure we'd soon embrace.
If everyone could meet
The wife and children left behind,
And step into the darkened home
Where once the sunlite shined,
And look upon "the Vacant Chair"
Where Daddy used to sit,
I am sure each reckless driver
Would be forced to think a bit,
If everyone who takes the wheel
Would say a little prayer,
And keep in mind those in the car
Depending on his care,
And make a vow and pledge himself
To never take a chance,
The Great Crusade for Safety
Would suddenly advance.



TECHNICALITIES

Safety Check Your Car

by Ed Lynch

A well-running car is necessary for safe driving. Here is a "do it yourself" check which every sports car owner should perform.

On the inside of the car does the seating position give you good visibility? If not, the seat may need to be blocked up or cushions should be placed under or behind your body.

Put one finger on the clutch pedal and depress it until resistance is felt. On most cars this free play should be about 1". If you have a manual, you can verify the exact figure.

Press on the foot brake and hold the pressure. If the pedal goes down without resistance to within 2" of the floor (check this in your manual), the brakes need adjusting or perhaps relining. The hand brake should hold the car on a steep hill.

The throttle action should be smooth without any tight spots or any tendency to stick when the foot is removed. If it sticks or is rough, check the linkage to make sure nothing is touching it. The linkage ball joints should be kept well oiled.

With the wheels in a straight ahead position, grasp the steering wheel lightly and rock it back and forth. The free play should not exceed 1". If it does, the steering box may need adjustment or the steering linkage may be worn and loose.

Do all of the instruments work? Does the horn button stick or the turn indicator not return promptly? Do one or more fuses blow with uncomfortable regularity? Save yourself a lot of inconvenience and have these fixed promptly.

Rear view mirrors should be firmly mounted to negate vibration. Because most inside mirrors are inadequate one or two outside mirrors correctly placed and *used* are an aid to better driving.

On the outside of the car do the high and low beams of both head lamps work and are they aimed properly? Do the tail lights, stop lights, and front and rear turn indicators work? Do the windshield wipers work and are the blades in good condition? If you have a windshield washer do you have the correct proportions of solvent and water and are the jets clean?

Jack up your car, run it up on a ramp, or borrow the hoist of your favorite service station and take a good look underneath. Check all hydraulic lines for leakage. If a joint leaks, tighten carefully with two wrenches and wipe up the ooze so that you can check later to see if you were successful.

Examine the underside of the differential, gearbox, and engine. Clean fresh oil is a sign of a leak which should

be fixed. With a wrench check all the bolts and nuts on the front and rear suspension and drive shaft flanges for tightness.

Pay special attention to your wheels and tires. Check on the inside to see if oil or grease is escaping from the wheel seals and going onto the rim. If so, new seals are needed. Look for any broken or loose spokes and replace as soon as possible. Check all wheel lug nuts for tightness. Examine both sidewalls of each tire for cuts, breaks or bumps. Breaks in the fabric should be booted or the tire replaced. Check the tread for cuts or breaks and uneven wear.

In the engine compartment check the oil level, the hydraulic fluid in the reservoirs, and the level of the battery water, which should be about 1/8" above the plates.

Does the radiator need filling frequently? Chances are you have a leak someplace. Rust spots on the outside also are an indication of leaks. If when you squeeze your radiator hoses, they feel soft and gummy instead of firm and strong, they need replacing. Also check hose clamps for tightness.

Although they do not directly affect the car's operation the following are useful safety items to have in your car: extra fuses, flashlight, flares, tow rope, underwriters-approved fire extinguishers, and safety belts.

Checking your car for safety will give you excellent returns for the time spent. Not only will your car be safer to drive but it will also give you better performance with less wear and tear.

Attention !!! Important !!!

Tickets for the April 24th Dinner Meeting will be on sale at the March 27th meeting.

Statistics for the April Meeting:

PlaceSanta Ynez Inn

TimeCocktails - 6:30 p.m.

Dinner - 7:30 p.m.

Price\$3.25 including tax and tip

ProgramHerb Schwarz will show his pictures on his February European trip.



"... Corners just like a sports car!"

FATAL FALLACIES

REPRINTED FROM THE TRAVELERS
1956 Book of Street and Highway Accident Data

Safety was in the news in 1955. But death and destruction made the headlines. With foresight and ingenuity, safety was built into our automobiles to an extent never before accomplished. With skill and inventiveness, compelling slogans of care were broadcast through every medium of communications. With indifference and utter unconcern, the motoring public produced the greatest number of casualties in highway history.



Because of a slight decrease in deaths and injuries in 1954, there seemed some cause for optimism. However, this proved to be another of those fatal fallacies which characterize the field of highway safety. For in 1955, we compiled the regrettable total of 37,800 deaths, an increase of 6½% over 1954, and 2,158,800 injuries, an increase of 10% over 1954. Thus, the trend has reversed itself in what was the most safety-conscious year in our history.

These blunt and bloody statistics again substantiate the often repeated thesis of these booklets. In driving, there is no substitute for self-reliance. Safety belts, special



padding, and other mechanical features all help but reliance on them is a fatal fallacy. Straighter, wider roads are welcome but reliance on them is a fatal fallacy. Reliance on the the other driver or pedestrain to follow the rules of the road to the letter is a fatal fallacy. And by definition, a fatal fallacy is a mistaken belief that leads to disaster.

This is not to dismiss all the advances that have been made in alleviating the seriousness of accidents. Every one of these steps is a stride in the right direction. But it is the driver's mind harnessed to his reflexes; plus his body harnessed to his seat, which is going to produce fewer accidents. It is brainpower not horsepower; the power to steer and brake; not power steering or power braking which is the ultimate solution to the safety problem.



Again in 1955, we saw repeated the fatal fallacy of safety by decree. While the President's official S-D Day served a worthwhile purpose in focusing attention on our distressing highway habits, it did not cause the slightest decrease in the day's casualties. With individuals, businesses, and all media of communication emphasizing safety, the nation's motorists and pedestrians went about their business as usual. And as in 1954, S-D Day followed by the most devastating Christmas weekend in history.

Toward the end of 1955, a serious attempt was made in some parts of the country to penalize more drastically those who deliberately flout the law. Stricter enforcement is a welcome trend, as it places serious practical difficulties in the path of the habitually careless driver. However, it would be a fatal fallacy to believe that punishment, any more than reward or appeal to the higher instincts of individuals is the sole solution to a mounting accident rate.



Safety is more than a slogan. It is an attitude of mind and a way of life. And as the road of all virtues is strewn with temptations, so is the path of safety. We call them fatal fallacies. The following are a few of the deadliest.

Pitting speed of reflexes against the modern automobile's super-horsepower.

Feeling free to "pour it on" on the straightway, no matter how clear the day, how dry the road, how straight or wide the highway.

Driving while intoxicated or weary in the vain hope that the homing instinct will assure safe arrival.

Reliance on built-in safety features to compensate for lack of care.

Believing, with the supreme confidence born of experience, that rules of the road are meant for beginners.



These are just some of the fatal fallacies which caused grievous death and injury on the highways of America in 1955. More than 80% of all casualties occurred in accidents where there was some driving violation.

This leads to the inescapable conclusion that accidents do not "just happen." And to believe that avoidance in the past means immunity in the future is the most fatal fallacy of all.

California Highway Patrol Testing Procedures

by Ray B. Krone

(We are fortunate in having a Northern California correspondent, Ray Krone, of the University of California Engineering Field Station.

I visited the California Highway Patrol Testing Agency located at the U. of C. Engineering Field Station this afternoon to learn the method of testing seat belts and the modes of failure observed during these tests. The Testing Agency, I found, is responsible for testing all automobile lights, turn indicators, and safety belts for the CHP so that they can be approved for sale or use in California. The Testing Agency is operated under the direction of Professor D. M. Finch in the Dept. of Engineering at U. of C.

The lites and turn indicators are tested for performance, reliability, corrosion resistance and dust-proofing. The safety belts are tested on a specially designed dynamic testing machine for strength and on a loading machine for a release test.

These safety belt tests were described to me by two enthusiastic and capable engineers who had designed the testing machines and who conduct the tests, Messrs. R.E. Cooley and R. W. Scott. Mr. J. D. Palmer, who had also taken part in the design work, was not present.

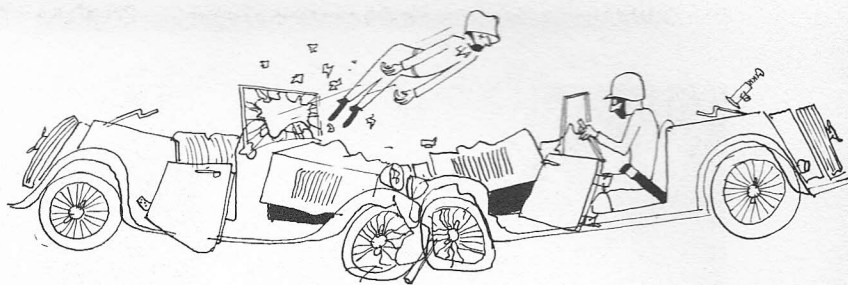
The dynamic testing machine consists of a weighted sled, to which the seat belts are attached, and a semi-circular 150 lb. weight which the seat belt supports. The entire assembly is dropped approximately 16 feet guided by rails, and the sled is rapidly decelerated by an air-filled shock absorber-like arrangement in a distance of a few inches, while the 150 lb weight is arrested by the safety belt. This test applies a dynamic load of 20 G's (3000 lbs.) to the belt. (It is interesting to note that this is the only dynamic safety belt testing machine known to these engineers.) The engineers said that the belts stretch as much as a foot under this test. The most common failures occur where sharp edges of the buckles and adjusting hardware cut into the webbing. The next most common failures occur in the hardware itself. Evidence of material weakness, failure of buckle mechanism to hold, fracture of any anchor parts, or damage to the webbing is considered a failure of the belt.

The buckle release test is made by loading the belt on a CAA-type body block to 2850 lbs. to tighten the buckle grip, and then quickly lowering the load to 250 lbs. and measuring the force required to release the buckle. The buckle is required to release with a force between 5 and 45 lbs.

A corrosion test is also made on the belts which consists of 48 hours of salt water spray in an enclosed tank at 95°F. Evidence of more than a trace of corrosion is considered a failure.

The results of these tests have already aided the manufacturers to design more reliable belts. The engineers showed me a number of tested belts of several designs and said that there were good and not so good belts of every design. They pointed out, however, that nylon reinforcing in the webbing is desirable and that the belts should be anchored to the frame or reinforcing plates should be used if the belts are anchored to the floor pan.

A current list of CHP-approved safety belts can be obtained from Mr. Warren Heath, Automotive Engineer, CHP, Sacramento, Calif.



Auto Seat Belts Recommended by Highway Patrol

SACRAMENTO—Use an approved seat belt properly installed if you want to lessen the possibility of serious injury in a traffic collision, warns the California Highway Patrol.

The Patrol is continually testing various seat belts and has approved 65 different makes to date for sale in California," declared Patrol Commissioner B. R. Caldwell today. "Installation directions are also checked and should be followed strictly to get full benefit from any approved seat belt.

Studies by organizations such as the Automobile Crash Injury Research Group at Cornell University Medical College have shown the value of seat belts in reducing or eliminating injuries in traffic accidents," Caldwell stated. "The Patrol has successfully been using seat belts since 1953 and all new cars purchased by the State of California are ordered with seat belts installed.

We strongly advise passengers as well as drivers use available seat belts whenever the car they are in is in motion," Caldwell continued. "Seat belts must be approved, installed properly and in use if they are to furnish the utmost in safety and protection."

January 11, 1957

Safety Items

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- More comfortable
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AutoShoes — these popular shoes, nationally advertised at \$12.95, are available for immediate delivery in sizes 9, 9½, 10, 10½. Other sizes are back ordered. Special price to members. Come in and try on a pair!

Impact Satee Belts — \$9.95 each. Approved by California Highway Patrol.

AutoGloves — skin tight driving gloves with the tacky grip for safety and crocheted back for comfort. \$6.95 pair, Sizes 8, 8½, 9, 9½ are available.

Flareholders — the neat way to keep two flares always handy. — \$2.25

ED LYNCH SPORTSCAR EQUIPMENT

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GR 8-8638



SOME



PEOPLE SAY



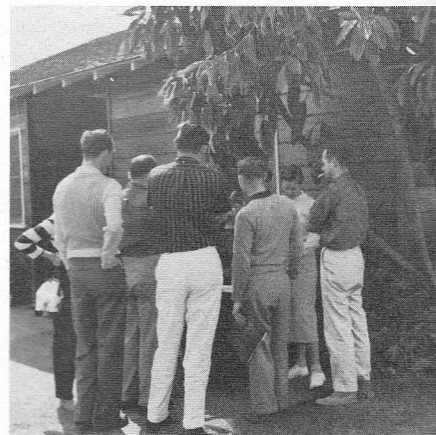
IT'S FOR

IDIOT'S DELIGHT RALLYE

... 11, 12, 13, 14 — sit still you little *!*o*!x*! 1, 2, 3, The above monologue was repeated several times by several people on March 3, when a multitude of "them little foreign cars" invaded Westchester so that their drivers could count the birds in a cage in front of a house on 74 St. (The rallye masters wish to apologize for ommitting salt from the list of required articles.)

But our rallyeists didn't spend all of their time counting birds. They were treated to such awe-inspiring sights as a ride through Griffith Park to find a statue, and a view of the Hyperion Sewage Treatment Plant. Somewhere along the route there was a "Brave lad, in khaki clad" (a Boy Scout) to find.

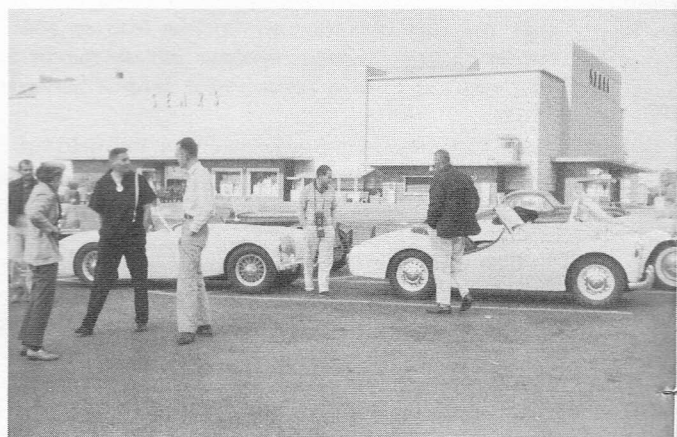
The rallye ended at the G. P. Club, where the excellent atmosphere was matched only by the food and drink. Our thanks to Bob Drake, the owner, for our final check point.



COUNT 'EM



WHERE IT

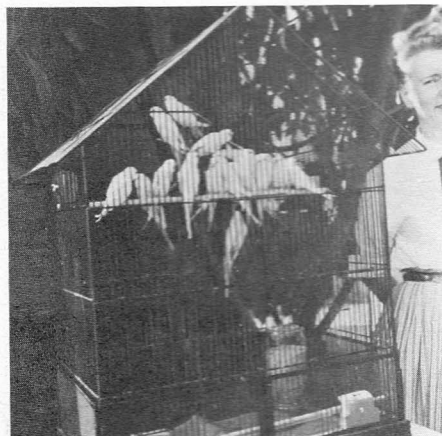


ALL STARTED.



THE BIRDS

by Terry Martindale



17 PARAKEETS



WHERE IT ENDED.

Idiots' Delight Rallye Results

Pos.	Driver	M or G	Navigator	M or G	Car	Points
1	L. J. Virden	M	R. Virden	M	TR-2	211.1
2	W. Stone	M	H. Derleth	G	T-Bird	210.0
3	L. Price	G	L. Price	G	Jag	209.1
4	C. Cooke	M	D. Cooke	M	TR-2	208.6
5	R. Acosta	G	T. Moulton	G	A-H	208.5
6	R. Smith	G	E. Smith	G	Porche	208.1
7	G. Kopsho	G	V. Kopsho	G	A-H	207.1
8	H. Reynolds	G	G. Reynolds	G	Borgward	207.0
9	C. Erdrch	G	H. Kapoin	G	Plymouth	206.7
10	B. Carpenter	G	J. Preuner	G	MG-TD	206.6
11	H. Tanger	M	G. Lodmer	M	MG-A	206.5
11	V. Herman	M	V. Herman	M	A-H	206.5
12	J. Dildine	M	P. Dildine	M	Jag	206.1
13	H. Peterzell	M	B. Moran	G	Jag	206.0
13	D. Royer	G	J. Royer	G	Corvette	206.0
14	R. Worden	M	G. Worden	M	Simca	205.6
15	T. Edlefsen	M	A. Edlefsen	M	M-G	205.6
16	T. Eberle	M	K. Riley	M	TR-3	205.5
16	L. Harris	M	J. Baines	M	MG-TD	205.5
16	R. Martin	M	J. Martin	M	Jag	205.5
17	E. Venable	M	B. Venable	M	A-H	205.4
18	J. Tranchina	M	R. Tranchina	M	A-H	205.3
19	G. Freund	G	E. Freund	G	MG-TD	204.9
20	M. Deloof	G	H. Deloof	G	Jag	204.5
20	L. Morrison	G	M. Morrison	G	MG-TD	204.5
20	R. Moyer	M	M. Moyer	M	MG-A	204.5
21	B. Doyle	M	A. Doyle	M	A-H	204.3
22	B. Piercy	M	R. Piercy	M	A-H	204.2
23	P. Darley	M	J. Eastep	G	A-H	204.1
24	F. Stephens	G	S. Stephens	G	A-H	204.0
25	B. Pollock	M	G. Holden	M	TR-3	203.8

Only the first 25 places are listed above because of lack of space. The complete results will be posted at the next meeting.

Next Rallye

The TRIANGLE RALLYE will be on Saturday night, March 30, 1957. It is a navigational rallye about four hours long. The rallye will start from Sears Santa Monica parking lot; drivers meeting will be held at 7:30 p.m. and the first car will leave at 8:01 p.m. For more information call DICK COMEN at GL 6-2463.

Entertainment

by Gayle Preston

Our program for March will be two films. One will be "The 1956 Lockheed 24 Hour Rallye," taken by Jack Brevoort of the Lockheed SCC. The other film is "The Mediterranean Cape Rallye, 1953." which was obtained by Gail Holden and should be very interesting.

The April meeting will be a dinner meeting held at the Santa Ynez Inn on April 24, 1957. Tickets will be sold at the March meeting and March Rallye; price is \$3.25 each, including tax and tip. For information please call Chris Hines, EX 6-7540, or Gayle Preston, EX 5-8160 and GL 4-3816. Deadline for getting your tickets is March 30.

* * * *

Do you need a driver or Navigator? Call Evvie Vogler at the Rallye Partner Bureau. Telephone: TOPanga 4042. SOS: Navigators wanted.

* * * *

Photos by Dick Comen and Gayle Preston



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VENICE & LA BREA

REPRINT FROM GABRIEL'S HORN

(San Gabriel's Newsletter)

"YOU TOO"?

I knew a funny little man
His name was Smith — or Jones
He drove a little foreign car
That shook and jarred his bones.

He went to every sports car race
And craned his neck to see
The car that set the fastest pace
Was like his own M.G.

It wasn't that he had no nerve
Or feared for loss of life
He'd gladly drift into the curve
If it wasn't for his wife.

It was too bad the bug had bit.
Of this there's no denying.
He'd borne the brunt of her dry wit
And even stood her crying.

Of course I'll never be like him.
I'm sure I'll not be sorry.
My wife has satisfied her whim —
She's driving my Ferrari.

(J. Perry)

