

REV RECORD



July 2007 - Volume 48 - Number 6



Western Ohio Region's RE, Steve Demeter, prepares to do battle at the Ohio Valley Region National at Mid-Ohio.

Inside...

***An Evening with Vic Elford
ED's First Pit Crew
New Bylaws***

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Rev Record - July 2007

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WOR Membership Meeting:

second Tuesday of every month (except December)

7:30 pm

Christopher Club

3150 South Dixie Dr.

(in the Hills & Dales Shopping Center)

Dayton, Ohio

Please direct all *Rev Record* correspondence to:
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Copies of this and past issues of the *Rev Record* can be viewed at www.worscca.org

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Layout and Design of the *Rev Record* by Joy Wright

If you'd like to see your advertisement in the Rev Record, please contact the editor for rates and availability.



by Mike Wright
Rev Record Editor

I'm not sure what's going on out there in WOR country. Why haven't any of you contacted Starla to volunteer to work any of the Pro Events? By the time you are reading this, two events have already passed, but there are still five events waiting for you. I took my wife and two kids to the Emco Gears Classic at Mid-Ohio, and we had a great time camping and hanging out with LEC and WOR. We would sure like to see more of WOR there. As they say, the more the merrier.

Here's another question. Why don't you attend the monthly meetings? In June, Steve Colletti secured for us a wonderful guest speaker, Dale Pelfrey (pictured next to Steve), who told us about his experience fielding a race team for the Indy 500. Dale owns Enginetics in Huber Heights.



He talked about his 7th place finish in 1998 and 8th place in 1999. Along the way he told us about such drivers as Robby Unser, Billy Boat, Danny Ongais, Sarah Fisher, Lyn St. James and Sarah McCune. Why don't you attend? Is it too late in the evening? Is it too far to drive? Are the meetings too boring? I'd like to know what the membership is thinking. Please drop me an email.

Last month the postage label on the Rev was wrong. This month the postage rates went up by about 30%. Are the two connected? More importantly, are you getting the Rev before the monthly membership

Membership Report:

July Anniversaries:

Chris Reinke	25 yrs
Trevor Sonderman	15 yrs
Rudy Oliver	5 yrs

meeting? The postage increase works out to about \$25, so it isn't enough to break the bank, but believe it or not, production costs of the Rev comprise a significant portion of the WOR yearly budget. Therefore, the board is contemplating making the August issue an electronic delivery only issue in order to save the roughly \$350 it costs to print and mail hardcopy. The club bylaws state only that the Rev be published nine times a year. They don't clearly define what is meant by publish, so we're considering web-based publishing to meet the intent of the bylaws. Again I'd like to know what you're thinking. Drop me an email.

The club could also use a few more volunteers. In order to increase participation and spread the load out, I'd like to see WOR institute the same good deal for workers that I see other regions doing. That is, to offer tangible rewards to volunteers in the form of paying for their regional or national dues, offering free club merchandise, paying for solo/rallyx registrations, etc. Any thoughts, either pro or con, I'd love to hear them.

If any of you saw the Mini Grand Prix held at the Frazee Pavilion this year you might have caught a glimpse of legendary Porsche racer Vic Elford tooling around in a go-kart. (You may also have seen Kettering Mayor Don Patterson get his kart toppled during the same race.) Vic was part of a larger series of events that weekend, one of which was "An Evening with Vic Elford" held at the Taj Ma Garaj Porsche Museum. WOR member Richard Docken was there and he again volunteered to give the Rev a report of the event which you'll find this month.

The bylaws have been rewritten at long last. In order to ratify the changes we need to properly notify the membership and to take a vote at the next monthly meeting. Please read in this issue and follow the instructions on how to vote.

I hope to see you at the next club event whether it's a Solo, RallyCross, membership meeting, Pro Event at Mid-Ohio, etc. There are many opportunities waiting for us all to take part in.

EXECUTIVE ORDERS



by Steve Demeter
Regional Executive

Out of the Horse's...

The year is half over. Time flies when you are having fun. Heard that one before. This month you all will have to listen to me whine about my first race of the year.

Went to the OVR National at MO. Weather was perfect Saturday. AM session: last year's tires, fresh motor, just running the motor in. Half throttle, obviously no corner speed. Lap time of 1:39. Looking good so far. PM session: New Tires, motor run in. Time to get quick. For reference, I easily turned 1:33 laps with the occasional 1:32 last year. Let's just say that it did not work that way this time. No Grip. Spun twice under braking at end of back straight. Reset brake bias. No

more spins there. Best time: 1:41. What is up? Checked everything possible for being tight and in the right places. Nothing amiss found. Decided it had to be either the nut behind the wheel or simply new tires have not come in yet. Will get 'em tomorrow.

Sunday race: Naturally, it rained. Had wets on, halfway through race right before ours, it became probable that slicks would be the tire of choice. Mad thrash to change back. Gotta love that kind of weather. Oh and by the way, 2 very fast S2000's starting in the back (John and Corey Fergus) as they only arrived at the track from Ireland Sunday AM. Got snookered by the only FC behind me at the start. Should have been able to easily pass him, but it took 4 or 5 laps. Once that was done, pulled out a bit of a gap to him and managed to put a couple of cars between us. BUUUUUTTTT he closed back up and under the pressure, I got on the gas a touch early in the carousel and around the car went.

Looking another driver in a hurry right in the eye is not what you would call a fun experience, but no crash. Got going quickly again only a couple of seconds behind him and the VERY next lap, did exactly the same thing at the exact same spot. What is up? Got to the end of the race with no further excitement.

Checking out the car carefully at home, I was checking every angle of every suspension piece side to side, shocks, anything possible. The following Sunday, finally got around to putting the car on the scales and lo and behold, the Left Rear and Right Front were about 40 pounds heavier than their counterparts. How that happened, no clue. Car was scaled right before the weekend. So it is off to Nelson Ledges in a couple of weeks.

Thanks to the infamous crew of Mike Scott, Joe Kell and rookie and great help our own Rev Record Editor, Mike Wright. Don't know if after all this he will want to do it again, but I hope so.



by Everett McCauley
Assistant RE

Ok folks its time for a wake up call!! It is July now and time for me to start asking and trying to get people to run for a seat on your club's board. I have been on this board the past few years and it still amazes me that a few people run for an office and then just sit there and when asked to participate or help they are too busy or have a million other reasons why they can't help. Now don't go trying to read something into this because most of the board members work hard for your club. This club needs people that are dedicated to this club and want to see it grow and prosper. We don't need dead weight to drag around.

There are a number of you out there I think could and would make a good member of the club's board. All you have to do is step up and make the commitment. Just contact me and let me know what office you would like to be considered for.

We are now halfway thru this year and does anybody know what shape our club Treasury is in, or whether we are on track for budgets? I have asked the RE if he has done a budget for the year for the entire club and have no reply. Budgets had to be submitted by all chairs and those budgets were turned in and voted on (except the membership budget.) I understand that postage for the Rev took a substantial hit so that budget is shot. What happens when we add the other expenses this club has, such as the Christo-

pher Club and insurance, etc. I have done a rough budget with what I know and it doesn't look pretty. This club had the opportunity to put some extra cash into our treasury by working the pro races at Mid-Ohio. Some said they would work, however only a couple would commit to a date. If for some reason Solo, Rally Cross, or WOR games finish the year under their budgets I think we will show a loss in our treasury. I think this club really needs to look at the cost of the Rev Record and follow what other clubs have had to do, ie: electronic publishing, and those that want a hard copy pay for the postage. Even our National office has done this with Fast Tracks. Our Treasury has only gotten smaller over the last few years and at what point do we close the doors on this club?



by Pam Poppe
Secretary

WOR Board Meeting for June 5, 2007:

Board meeting called to order at 7:40 p.m. **Publicity Chair:** press release for our guest speaker at our next membership meeting was sent out. A Rally and Solo event press release was also sent out. **WOR Games Chair:** Would like to use credit cards this year for WOR Games. Starla checked with National City and the software cost is \$220.00 and a monthly service fee of

\$10.00. This is for dial-up service. Motion was made to purchase the software and seconded, vote taken, motion accepted. Rally and Solo will also be able to use credit cards at their events. Pro Races at Mid-Ohio we need club members to sign up to work these events. **Fund raising activity:** sell Dayton Dragons tickets for the Labor Day game. Motion made and seconded, motion accepted. See Dave Howard's report for further information. **Activity Chair:** speakers for up coming membership meetings. This month Dale Pelfrey will be our guest. Pizza being served. See activity report. **Rally Chair:** reminded everyone about this Saturday's rally event at Dwire's. Zoning inspector-neighbor complained. Rally now has a water truck on site to help with the dust. See Rally report for further information. **Rev Record Editor:** Good news-mailings better, Bad news-postage went up. Mailing out 224 rev records. Extra copies given to chairs for their events. **Web Master:** web site doing well. **Solo Chair:** Next solo event is June 17th at the Nutter Center Lot 8. Need work on timing unit, has a bad port? It is still usable at this time. Repair during off season. **Treasurer Report:** looking for income to help offset the cost of the Rev Record. See Treasurer's report for further information. **Road Race Chair:** no report. **Membership Chair:** have lined up guest speakers for the next 3 months for our membership meetings. **Assistant RE:** no report. **Re Report:** see Steve's article. **Reminder:** we are participating in the 4th of July parade in Fairborn. If you are planning to put your car in please call Starla McCauley. **Bylaws:** Marilyn McCauley read the suggested changes to the current Bylaws. These proposed Changes will be printed in the Rev Record for all members to consider. Marilyn and Starla had a meeting set up for Wednesday with the newly formed Wright State Car Club. They have 12 board members and their own bylaws in place. **New Business:** Fund raisers- local business coupons, see Deb Rudy for more information. WOR members worked the AMA events at Mid-Ohio. A request was made by Mike Edgerton for WOR to sanction an event for the Concours on Sept 16th. Motion made and seconded, vote taken and accepted. **Old Business:** none. Motion made to adjourn, seconded, meeting adjourned.

Respectfully submitted, Pam Poppe

Membership Meeting Minutes for June 12, 2007:

General membership meeting was called to order. **Rally Report:** last Saturday had 21 cars and lots of dust. Dave did a road rally and came in tied for 3rd. See Dave's report for more information. **Publicity:** haven't spent a dime, no Report at this time. **Rev Record Editor:** 250 rev records printed, less mailing problems. Still some members not getting the Rev in a timely manner. **Treasurer Report:** no report given. Steve didn't call on the treasurer for his report. **Web Master:** Rev Record issue on the web site-send out notice to members. Web site is up to date. **Solo Chair:** Next event is June 17th at Lot 8. Set up will be Saturday at 4:00. Help needed. **Road Race:** regional racers awards, drivers to send in results, 4 events and must run WOR games to be eligible. Keep checking the Rev Record for the race schedule. See Dave's report for more information. **Group outing** for WOR Sept 3rd. Fund raiser. Dragon's game. These are reserved seats. Tickets will run \$15. See Dave Howard or Deb Rudy for tickets. **Activity Chair:** check website for information for next meeting. **Assistant RE:** no report at this time. **RE Report:** looking for sponsorships for two races. See RE Report for details. **Secretary:** working on Membership Directory, still waiting on members' business ad information. To date I have only one business ad. **Membership Chair:** a membership drive is in the planning stage. New SCCA flyers available for \$20.00 per 100. Special speaker list given. See membership report for further information. **New Business:** We are happy to welcome Allen Cline and Justin Baker as our special guests from Wright State Car Club. The club was started in March of this year. They have their bylaws and a budget and are in good standing with Wright State. Our club has stepped up to assist them in any way we can. **Old business:** none. A motion was made to adjourn, seconded, voted, meeting was adjourned. At this time we would like to introduce our guest speaker for the evening Dave Pelfrey.

Respectfully submitted, Pam Poppe

WOR BYLAW CHANGES

The following WOR bylaw changes are submitted for approval. Please mark "yes" if you agree with the proposed bylaw change. Vote "no" if you do not approve of the change. Each change must be voted on separately.

After completing voting, sign and date and submit to the Assistant RE, Everett McCauley 729 E. Central, Miamisburg OH 45342 or bring to membership meeting in July. No ballots will be accepted after the July meeting.

1. Board, Executive Board, Officer – These terms are used interchangeably throughout the bylaws in the following items:

- Article II: Section 4
- Article III: Section 2
- Article IV: Section 1, Section 2
- Article V: Section 1, Section 4, Section 6
- Article VII: Section 3, Section 4
- Article IX: Section 1

RECOMMENDATION: Use Executive Board in each of these areas for consistency.

YES _____ NO _____

2. Article II: Section 4. Expulsion: A member may be expelled from the Club for non-payment of dues or other just causes. Other just causes will consist of any act, which is seriously unjust to a fellow member of the Club. Accusation may be initiated by any member and must be delivered to the Executive Board in writing. The Executive Board will act as an investigative body and will determine if a reasonable case exists. If such a case in fact exists, the common membership by a 2/3 majority of those responding by ballot will decide if the accused person is guilty or not guilty. If found guilty, the accused person will be expelled. The expelled member may re-apply for membership at any time after the end of the year of expulsion.

RECOMMENDATION: Replace this whole section with the following new section.

“The Executive Board may suspend a member at any time for infraction of any Club rule or any other cause including non-payment of dues and is in the best interest of the Club. The Executive Board will afford the Member a reasonable opportunity to be heard by it or an independent committee appointed by the Executive Board. The Member will be heard in person or through a representative, prior to any action being taken by the hearing committee, unless it deems it imperative to suspend the member before a hearing can be held. The suspending body shall immediately notify a member who has been suspended, in writing, of the suspension. The suspended member shall then be entitled to a reasonable opportunity to be heard (but not later than 45 days from receipt of suspension). The Executive Board will review the hearing and issue a suspension for a specified period of time, rescind the suspension, or expel the member. The decision shall be final. The decision must be made available to the member not later than 45 days from date of hearing. In addition, if the Executive Board is the original suspending body, and a hearing is held prior to any action, the Executive Board may suspend for a definite term or expel the member without a second opportunity to be heard.”

YES _____ NO _____

3. Article III: Section 5. Voting. Voting by proxy shall not be allowed. Absentee ballots will be accepted for elections, Bylaw and expulsion voting providing the ballots are received by the RE or Assistant RE prior to the start of the meeting when the voting is held.

RECOMMENDATION: Replace old Article III, Section 5 with new Article III, Section 5 as stated below.

“Article III, Section 5. Voting. Voting by proxy shall not be allowed. Absentee ballots will be accepted for elections and bylaw voting providing the ballots are received by the Assistant RE prior to the start of the meeting when the voting is held.”

YES _____ NO _____

4. Article IV: Organization

Section 1. Elected Officers: There shall be 9 elected officers:

Regional Executive, Assistant Regional Executive, Secretary, Treasurer, Activities Chair, Membership Chair, Road Racing Chair, Solo Chair, Rally Chair.

The Executive Board consists of the 9 elected and 4 appointed officers. All have voting rights, one vote per person. The purpose of the Executive Board is to meet monthly, or more if necessary, to attend to the administrative business of the Club, recommend policy and programs to the members and provide business-like management of the Club affairs. Executive Board meetings shall be open to all members in good standing. Non-board members should notify the host of the Executive Board meeting of their intention to attend.

RECOMMENDATIONS: Change old Section 1 to read as follows:

“Section 1. Executive Board:

The Executive Board will consist of the nine (9) elected and four (4) appointed officers. All have voting rights, one vote per person. The purpose of the Executive Board is to meet monthly, or more if necessary, to attend to the administrative business of the Club, recommend policy and programs to the membership and provide business-like management of the Club affairs. Executive Board meetings shall be open to all members in good standing. Non-board members should notify the host of the Executive Board meeting of their intention to attend.”

YES _____ NO _____

FOR MEMBER APPROVAL

7

5. Section 2. Appointed Officers: There shall be 4 appointed officers: Rev Record Editor, Publicity Chair, WOR Games Chair, and Web Master. All have voting rights, one vote per person. These officers shall be appointed by the RE and approved by the board.

RECOMMENDATION: Delete original Section 2 and replace with the following:

“Section 2. Elected Officers: There shall be nine (9) elected officers: Regional Executive, Assistant Regional Executive, Secretary, Treasurer, Activities Chair, Membership Chair, Road Racing Chair, Solo Chair, and Rally Chair.”

YES _____ NO _____

6. RECOMMENDATION: “Add a Section 3 to read as follows:

“Section 3. Appointed Officers: There shall be four (4) appointed officers: Rev Record Editor, Publicity Chair, WOR Games Chair, and Web Master. These officers shall be appointed by the RE and approved by the Executive Board.”

YES _____ NO _____

7. Article V: Duties of Elected and Appointed Officers

Section 1, 2nd paragraphThe RE shall also be held accountable for club property.

RECOMMENDATION: Delete the above sentence and add to duties of Assistant RE duties.

YES _____ NO _____

8. Section 2. Assistant Regional Executive: The Assistant RE shall assist the RE as required and be ready to stand in for the RE in his or her absence. The Assistant RE shall be responsible for elections.

RECOMMENDATION: Add the following sentence to the old Section 2. “The Assistant RE shall also be held accountable for club property and maintain records of all club property as appropriate.”

YES _____ NO _____

9. Section 4. TreasurerAll contracts, checks, drafts, notes or other orders for payments of money shall be signed in the name of the Club by the Treasurer

RECOMMENDATION: Add the following words to the above sentence. “and other Executive Board members as required by current board policy.”

YES _____ NO _____

10. Article VII: Election of Officers

Section 5. Replacement of Officers: Replacement of an elected official shall be by special election, which will be held at the next regular business meeting after the vacancy in office occurs.

RECOMMENDATION: Replace old Section 5 with new Section 5 below.

“Replacement of an elected officer will be by the RE with the approval of the Executive Board after the written notice of the vacancy is presented to the Executive Board but not later than 30 days from receipt of vacancy notice.”

YES _____ NO _____

11. Article XIII. Expenditure of Club Assets.

Section 1. The acquisition of new fixed assets with a life expectancy exceeding three years must be approved by the Executive Board and ratified by the membership at a regular monthly meeting.

RECOMMENDATION: Add the following words to the end of the sentence “prior to acquisition”.

YES _____ NO _____

NAME: _____ MEMBERSHIP NO: _____

WOR GAMES and MORE



by Starla McCauley
WOR Games Chair

Time is racing away and the racing season has started. The monthly WOR Games and PDX meetings have been scheduled for the fourth Tuesday of each month at Donatos in Centerville on Paragon Rd. (just off 725) at 7:30.

I again would like to announce that this will be my last year as WOR Games Chair. The club needs a volunteer to step up and agree to take over for the 2008 season. Now would be a great time to assist with this year's race. This way you would see all that goes into planning this race. This is a year long effort and I will be happy to help you in learning the things that must be done. If you are interested please contact me.

Yours for the race...

Calling All Western Ohio Region Members and Friends

Come work the Pro Events at Mid-Ohio. Just imagine the fun you and a friend will have. Work the gates for your shift and then get in FREE to watch the races. That's right I said FREE and you help the club to put money in our account to do other fun things. Now I ask you - Can you get a better deal? There's no experience needed just the love of racing!! Below is a list of race dates, so check out your schedule and call or email and get your slot for the fun. You do not have to be a SCCA member to work - so call your friends and have a great time. If you only have one day to offer that's ok! Lets go racing!!

29 June -1	July	Vintage Grand Prix
20-22	July	Acura Sports Car Challenge Honda
27-29	July	AMA Vintage Motorcycle Days
3-5	Aug	Honda Super Cycle Weekend
14-15	Sep	NASA National Championship
21-23	Sep	AMA Grand National Championship

Yours for the race, Starla McCauley (937)866-3419 - roamingstars@sbcglobal.net



by Deb Rudy
Activities Chair

The July Membership Meeting is going to be an Ice Cream Social. I will bring the ice cream. Members can bring a topping to share or pay \$2 per person. The scheduled speaker for July is Lee Grimes from Koni.

August is the Brat Bash \$4 with side dish to share or \$5 without.

September is the 'oldies but goodies' - Snacks (donation).

October is time for Board Member Nominations - Snacks (donation).

November will be Board Member Elections - Steak Dinner (\$5/person)

December - Party - Dec 8th starting at 6:30 at the Christopher Club.



by Dave Rudy
RallyCross Chair

There was a RallyCross on June 9th and it was AWE-SOME. Well, other than the dust that is. The dust however was worse at the May event and the June event had a little help from Mr. Dwire. He had acquired a water tank between the two events and mounted it on a trailer, built a watering system, and watered the track down between run groups. I will say it helped. The watering of the track also made it interesting for the first couple of cars as it was quite slippery! All in all we had 21 competitors, 5 in the rental, 1 from Indiana and 1 from Milwaukee. A very good turnout despite being a little warm.

The top spot overall was taken by Orion Fairman in a Subaru followed closely by Allen Dwire in a VW. There



were close battles in most of the classes with Jim Hardesty beating me by 0.2 seconds total time in the Rental Altima.

I am running out of ideas for course design so if anyone wants to come out and give it a try please do. It would help out greatly. The fresh ideas will bring the program up a notch and also give people the understanding of what is involved in course design.

The next event is not until July 28, a long break. There is a possibility the next event could be cancelled due to the makings of a drought in the area. Allen stated that if there is not some good rain before the event it will be too dry to run. Now that is a big change from last year when it was too wet! Just stay tuned to the website and forums for updates.

Thanks to the Dwires for the use of their farm, Wagner Subaru for Sponsoring the series, Jim Hardesty for handling the timing and scoring as well as the Rental Car. And THANKS to all of the competitors who make this all possible. Now lets get dirty...

(Photos by Seth Miller)



by Christian Moist
Solo Chair

As of this writing, we have now had three solo points events this year. Our third event, held at the Nutter Center's Lot 8 had a great turnout and ran very smoothly. Fifty-seven racers attended and received seven runs each as well as optional fun runs at the end of the day. The event

ran on schedule all day. At lunch, racers took advantage of the Wright State baseball stadium's concession stand to fill their stomachs.

There was a great turnout in the stock classes, with five in BS, seven in ES and an amazing nine in DS. Top time of the day went to Christian Moist with Ken Schaper in a close second, while Frank Levinson brought home another top PAX time.

Some very exciting events are right around the corner. The next solo points event, PE4, will be held at Kil-Kare Speedway the 8th of July. July 22nd we will be hosting a joint WOR/Cincy SCCA Points Event back at the Nutter Center. We are looking forward to some very close racing. In the meantime, several of our WOR soloists will be making the trip to the Peru National Tour event in Indiana to test their skills against the big boys.



by Richard Docken
Roving Reporter

Memorial Day Sunday - my day to enjoy the motor racing classics. I started with the Monaco F1 and transitioned later to the Indy 500, like I do most years. However, this year was different in that I capped the day off by attending "An Evening with Vic," an event put on as part of the TajKreuzers charity weekend.

Vic Elford is a racing icon. He's a part of an era of road racing and Porsche history that I can only otherwise reach out and touch through written accounts, historical records, and old flicks. To actually meet him, talk with him, and hear him relate events about his life's experiences was truly wonderful.

Coincidentally, I recently finished my first read of the book, "Porsche 917: The Undercover Story" by Gordon Wingrove. Interestingly, the cover picture is the Martini 917 at LeMans, driven by Vic Elford. The book provides fascinating detail upon detail about the design and test of the vehicle, the specifics of the engine, transmission, suspension, and so on. Without a driver, though, even a car as good as the 917 is nothing. In the book there are pictures of the technicians and assembly workers who made the 917 racecar. This article is a brief bit about a man who made the 917 legend.

The evening began with a couple of clips from "LeMans" and "The Speed Merchants" (must have for any motorsport enthusiast's library!) Then, for about the next three hours, Vic entertained questions from the gathered masses. It was almost as if Vic were friends with everyone who was there, and that he was having a personal chat with you. His soft, pleasantly accented voice, unassuming manner, and "there I was" frankness had the audience hanging on his every word.

Vic Elford raced at a time when compensation was poor, not only by today's standards but also as compared to living standards back in the day. However, his desire to race was driven not by the paycheck but by inspiration, one firmly planted in Vic when he attended the British Grand Prix in 1949, when he would have been about 14 years old. That inspiration



became reality about a decade later, when he suited up to drive his first race.

I can only imagine how deep that inspiration must have been, keeping the fire lit for over 10 years. During that intervening period, he had to complete his education, convince his family and friends that racing was somehow honorable and worthy of pursuit, and live, eat, and stay "at it" until he got his first break. In my life, I've met precious few others who have been so passionate that they would risk and sacrifice so much to realize their dream.

Vic also raced during a period when motorsports was more the result of unfinished engineering and less across-the-board science. Nowadays, race cars are the product of computerized scientific calculations, and computer-predicted and assisted testing. The envelope has been defined and confined. Not so a couple of generations ago. Every mile an hour increase, every new gadget, every unproven theory was a journey into the unknown. We can appreciate that many a driver's last lap was a futile and fatal attempt to push back the edge of the envelope. That Vic not only survived that era but excelled in it is truly remarkable!

He related some illustrative anecdotes, two of which I will share here and which involve the Porsche 917 and LeMans. One: the 917 long tail really kicked top speeds into the stratosphere, so to speak. Engineers at Porsche had computed the top speed of the 917 long tail to be 250 miles per hour, yet Vic continually “hit the wall” at 245 on the Mulsanne Straight. The unaccounted factor, discovered later after much head scratching, was that the high speeds along the Straight generated enough heat to cause the tire diameter to increase ever so slightly. This was enough to knock the speed down by a couple percent.

Two: when Vic first lapped LeMans in the 917 long tail, he had to make a few passes down the Mulsanne before he was able to take the kink at full speed. Before the long tail, this was no big deal but at 245 mph and with the long tail’s suspect handling it suddenly became one! Time after time Vic would try to press through flat out, but to no avail. Finally, he persevered and it was like night and day: a marked, not marginal, improvement in performance! Without the aid of today’s computer aided dynamic analysis, the team did not appreciate that even a slight lifting of the throttle was upsetting the front to back balance of the car. This caused the ill handling that led to the trepidation for flat out travel through the kink.



I marvel at these stories. Imagine being put in a car that you know has not been completely engineered and sorted, although it has been prepared to the best standards of the day. Nothing less than top speed is expected. Others perished doing this. Now, you go all out and survive, whew! But wait—an even more formidable task is in front of you. You have to come back into the pits and somehow explain to a battalion of scowling, skeptical (Porsche) engineers that maybe they missed a point or two, or a key factor, in their calculations!

Back then was a time when all members of the team, especially the driver, were vital to the car’s development and ultimately, success in the races. Each car was a unique solution to the problem, in a time when restrictions were far fewer. If you look at the period cars from road racing, Formula 1, or Indy, you’ll see what I mean. There were no common templates, spec tires, or single engine suppliers. The driver was instrumental in hustling the cars down the track, pushing them to their limits. At the same time the drivers had to collect and store sensory information, and relay that in a productive and meaningful way to the technical staff. After listening to Vic Elford Sunday evening, I believe that he and the Porsche 917 were vital to the success of each other.

Lastly, Vic Elford could be/is an ambassador for the racing industry. I’ve seen too many of today’s drivers who are consumed with and by their own celebrity. Vic Elford and a few others are just the opposite. I saw him engage with everyone equally, on break or not; it didn’t matter. Further, I believe that he did this not to hear himself talk but because he cares.

Well, that’s probably enough for now. I really enjoyed the opportunity to see one of the top drivers of yesterday, because seeing the drivers, and the cars that they drove, help me to put my sense of motor racing history into perspective. I plan on going to the Rennsport in November at Daytona; maybe I’ll meet up with Vic once again. If you can’t make it, you can always catch up with Vic through his biography “Vic Elford: Reflections on a Golden Era in Motorsports” or read the forthcoming article, “Lunch with...” in Motor Sports magazine.

(Photos from vicelford.com)



by Mike Wright
Fingers in Everything

Continuing in the same vein as all my other articles, here comes another "My First" article. This time I was privileged to be invited to be a crew member for the Formula Continental team of Demeter Racing. Of course you all realize that this is our own Regional Executive Steve Demeter.

Originally I was scheduled to work F&C with the LEC bunch for this event, the OVR National/Regional race. The LEC coordinator for Mid-Ohio, Ronda Knapp, was very understanding when I asked her if she would mind excusing me from F&C so I could see what race crew is like.



I arrived at Steve's motel (TravelLodge on Hanley Rd.) the Friday night before. Part of the deal was Steve would provide room and board for the weekend. Room, in this case, meant I could carve out a section of motel floor and throw down a sleeping bag. I met the other two crew members there; Mike Scott, who coincidentally was my instructor at the last WOR PDX at Mid-Ohio, and Joe "LB" Kell. The LB stands for lucky bastard, but I'll not go into details about how Joe got that nickname.

Saturday morning arrived early and we headed off to the track around 0700. I've never been part of a crew before, so I just did what I saw Steve do upon arrival, which was to sign the waiver



and drive through the gate. I found out later that I should have stopped at the Registration building to get officially signed in as a crewmember. For the trip back to registration to get officially signed in, I got to take one of Steve's Honda Express scooters back up the hill. If you are a racer you must have some type of scooter, motorcycle, golf cart, etc. for zipping around the pits.

One thing I noticed about working crew is that you have a lot of downtime. It seems like I spent very little time watching the races or working on

the race car. I did get to spend a little time roaming around the paddock. I discovered there were quite a few racers from WOR all clustered together. Besides Steve there were the Hippi Race crew with their colorful shirts and Spec Racer Fords, the father/son team of Fred and Jason Albright and their IT7 Mazdas, plumber Mark Crellin and his D Production Nissan, Amid Shayesteh and his Spec Racer Ford, and Charles DiPasquale who raced both Spec Racer Ford and D Sports Racer.

With about 30 minutes before his group took the track, Steve would start getting into his race gear. Once the car took off for the track the crew would walk down to the pit wall and watch the event. Many of the other crews had golf carts

and scooters to get into position but we just had basically a wagon with a car battery and a first aid kit. After the session was done we would walk back to the paddock to find Steve and his car already there. The post-race inspection consisted of identifying the source of any stray liquids found on the car, and inspecting and tightening any loose bolts.

Sunday morning came and with it, the rain. The first groups out had to use rain tires, and Steve had us put on his frazzled old rain tires too. However, as his time drew closer the weather seemed to dry up, and with only about 30 minutes before his race, Steve came flying back to the camp telling us to mount the dry tires. This was the most excitement during the whole weekend for me. We actually had to hustle a bit to get the tires changed, get Steve suited up, and get the car to the staging area. I'll let Steve tell you how his race went.

Along the way we cooked some dogs and brats, Mike Scott took a few naps in the trailer, we partied on Saturday night with all the other racers and workers (fun) and had ourselves a great time. Once again, this club has given me an opportunity to enjoy myself at the track.





by Mike Edgerton
Automotive Edge

Mixing Drinks and Drives...

You are familiar with the concept of pairing wines and beer with food. You have been advised on the proper wine to drink with rack-of lamb, spaghetti, roast prime rib and swordfish. If your taste is for beer, there is a recommended proper malt beverage for bratwurst, burgers, catfish and sushi. But, has anyone ever suggested a wine or beer that compliments the vehicle you drive? Probably not. So, after exhaustive research, I have some recommendations. Your comments are welcome and, as always, **do not drink and drive**.

Audi

MontGras 2005 Quatro wine
Werstiner beer



MINI

Black Box Chardonnay 2005
Schoenling Little Kings

Ferrari

Andretti Wine
Pironi Beer

Rolls-Royce

Dom Perignon (\$500)
Buy a brewery of your choice

Corvette

Maker's Mark KY Bourbon
KY Hemp Beer

Honda

Sapporo
Momokawa Silver Sake (Made in the USA)

Kia

Charles Schwab (AKA: Two Buck Chuck)
O'Douls Beer

BMW

Piesporter Michelsberg
Hofbrau Oktoberfest Beer

Maxima

Jack Daniels
New Knoxville India Pale Ale

Monte Carlo

Canadian Club
Molson Canadian

Ford Fusion

Jose Cuervo
Dos Equis

Subaru 2005

Mollydooker Shiraz the Boxer
Kirin Ichiban Shibori Beer

Toyota MR2

Alcoholic beverages not recommended
Pride of Dayton Merlot

Pick-Up Truck

Red Truck Wine
Pabst Blue Ribbon Beer



Nanjing Automobile (Group) Corporation says it's reached a deal with Healey Automobile Consultants Limited, to bring back the Healey and Austin Healey nameplates.

The Chinese company, new owners of the MG Rover brands and their Longbridge, U.K., factory, and the Healey group, "are delighted to announce their intention to collaborate with each other on the future development of the Healey and Austin Healey brands and sports cars bearing their name," according to a press release.

The companies had been in discussions over the future of the nameplates, which were not clear when Nanjing bought the rights to the MG nameplate in 2005.

While Nanjing is busy relaunching the MG project in the U.K., plans for U.S.-built MGs are more hazy. Initially the company had announced an Oklahoma facility to build sportscars under the MG nameplate, but in April Nanjing leadership said the plans were still under discussion.

The AUTOMOTIVE EDGE
Photojournalism for the Sport & Industry

GREAT LAKES DIVISION 2007 RACE SCHEDULE AS OF 12/21/06				
DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	SCCA PRO EVENTS or OTHER EVENTS
June 23-24		NEO @ Cleveland GP - R - T		Cleveland Grand Prix GrandAm @ M-O
June 30-July 1				Vintage Grand Prix @ M-O
July 7-8			INDY @ ORP	
July 14-15				JA Mini GP @ Fort Wayne
July 21-22				ALMS & IndyCar @ M-O
July 28-29		FWR @ GM - D-C	NEO @ NL	AMA Vintage @ M-O
Aug. 4-5				Honda Super Cycle @ M-O
Aug. 10-12		CIN @ M-O - D - R (IT,SM,SRF)	WMR @ GRA	
Aug. 18-19				VSCDA @ GRA
Aug. 24-26		24 Hour Enduro @ NL - R	SBR @ GM	
Sept. 1-2 Labor Day		WMR @ GRA - D-C		IRL/ALMS @ Belle Isle
Sept. 8-9		OVR @ M-O - D-C		
Sept. 14-16				
Sept. 22-23				AMA @ M-O
Sept. 29-30		INDY @ ORP - D-C		AMA Super Bike @ M-O
Oct. 6-7		WOR @ M-O - D-C		PDX @ M-O 10/5
Oct. 12-14			SCCA RUNOFFS	VSCDA @ M-O
Oct. 20-21				
Oct. 27-28				
Nov. 3-4				
Nov. 10-11				
	D=Double	R=Restricted	T= Tentative	C=Champ Series
	GM-GingerMan	GRA-Grattan	M-O-Mid Ohio	
	NL-Nelson Ledges	ORP - O'Reilly's Raceway Park	WAT-Waterford Hills	

Mark Your Calendars

29 June -1	July	Vintage Grand Prix *
3	July	WOR Board Meeting
8	July	WOR Solo PE4 at Kil-Kare
10	July	WOR Membership Meeting
20-22	July	Acura Sports Car Challenge Honda *
22	July	WOR Solo PE5 at Nutter Center Lot 8
24	July	WOR Games Planning at Donatos Centerville
27-29	July	AMA Vintage Motorcycle Days *
28	July	WOR RallyX PE5 at Smoke & Mirrors
3-5	Aug	Honda Super Cycle Weekend *
14-15	Sep	NASA National Championship *
21-23	Sep	AMA Grand National Championship *
5	Oct	WOR PDX at Mid-Ohio
6-7	Oct	42nd Annual WOR Games at Mid-Ohio

* WOR money makers



Have you always
wanted to try
RallyCross
but you don't want
to get your own car
dirty?

Well here's your chance to see what all the fun is about.

At this year's WOR RallyCross events a RallyCross rental car will be available.

The rental car is a '93 Nissan Altima with an automatic transmission and snow tires. Last fall it got hit by a falling tree that put a dent in the roof and removed the back window. It sat outside with no window for several months slowly filling with water. Now the interior has been gutted, the gallons of water sucked out and it has some stylish cardboard and plastic covering the missing back window. In other words, it's the perfect RallyCross car. The car will run in it's own RC class with trophies awarded.

The fee for the RallyCross rental car is \$30 in addition to the event entry fee. For more information about the RallyCross rental car contact Jim Hardesty- jimhardesty@ameritech.net or 937-426-0778.

The next WOR RallyCross is scheduled for Saturday, June 9th. For more information about RallyCross or to see the WOR RallyCross schedule go to www.worscca.org.



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- Club Racing
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To find your region dues, visit <http://www.scca.com/Join/Index.asp?reference=dues>

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