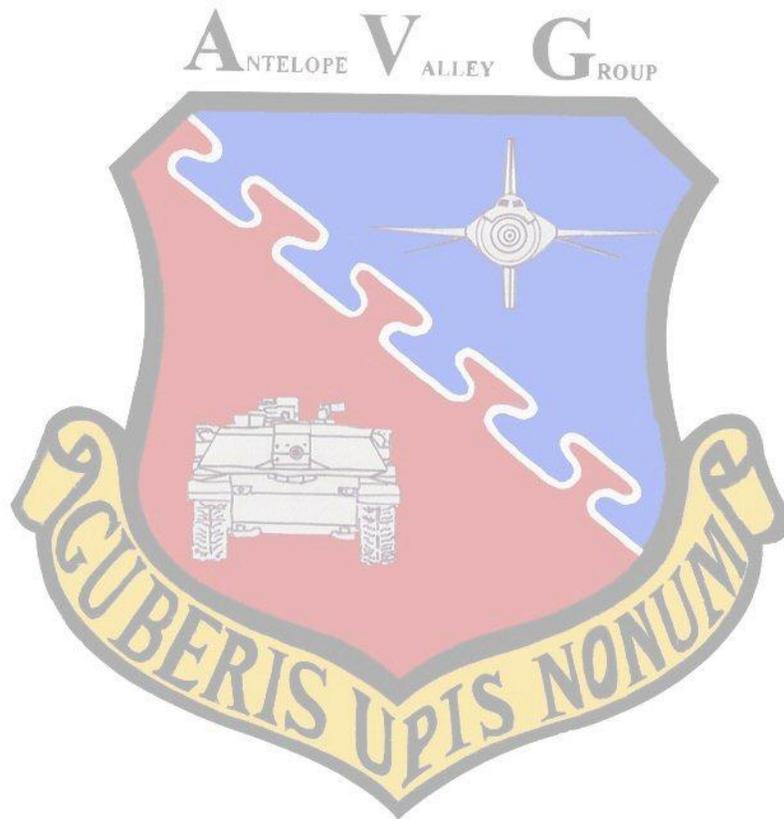


The Smoking Hole

A Publication of the Antelope Valley Group IPMS
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From the President's Pen

Hi guys, by now I hope most if not all of you got the email I sent out (I thought) to the entire club concerning TNR Hobbies in Mojave. It's everything we wished for in a model shop, and it's in our backyard. If you have not visited, I strongly urge you to do so.

Jim Abercromby has some thoughts on the Bio sheets Mike sent out and we'll discuss his thoughts during our business portion.

Remember this is our club swap meet so bring those kits you know has someone's name on it! This is a bit short, but I'll see you guys on Saturday, July 28th at the Rosamond Library.

Club News and Business

NEXT MEETING July 28 2012, 1 PM AT ROSAMOND LIBRARY

General Meeting Notes:

The first order of discussion was the July meeting. The library is unfortunately full the week of July 21st so after a short discussion the group decided to move the July meeting to the next week, July 28th. We also decided to hold a club swap meet that day, so bring your kits that you're looking to sell!

Mike Otis provided the group with a report on the Fresno show held in June. Despite some confusion concerning the address of the venue, the turnout was pretty good and they had a pretty decent raffle.

Tom Hamel introduced the club to TNR hobbies. TNR is a new hobby shop that has opened up in the old KTM dealer in Mojave. We have been discussing them for most of the month now and we are all excited by this news. Stop in and check them out!

Lastly a club challenge has been issued. Rich Ribauda has supplied Luis Toledo with a kit to build. Rich asked that the F-84 be completed in a natural metal finish using the Alclad paints that Rich also supplied and to have it done for the July meeting. Good luck Luis!

2012 Desert Classic

As we get closer to the annual club contest, we are right at the time when we need to start working out the trophies for this year's contest and get those on order. The flier is complete with the categories spelled out, so the next step is to contact the vendor.

New Club Shirts:

The new club shirts are in and were distributed at the June meeting. If you ordered one and have not picked it up yet, get with Curtis.

Recruiting:

In our recruiting efforts we are planning to distribute the new club flyer. Once the flyers are available club members will be able to take and distribute them in efforts to grow our club.

In addition if anyone knows of any one that is interested in the club, please get an email address and provide it to Mike Marchioli for inclusion in the "prospective members" email list.

Product Reviews:

There are no product reviews this month.

2012 Meeting Schedule

We still need volunteers for both demos and refreshments. Please review the open months and let one of the officers know if you want to sign up for either a demo, refreshments or both.

Primary	Activities	Refreshments	Demo	Review
21 Jan	Member Dues Collected	Rich Ribaudo	Photo Etch Curtis S.	Riveting Tool Curtis S.
18 Feb	2012 Contest Theme Discussion	Nick Kiriokos	Tom Hamel Dry Brush	3M Respirator
17 Mar		Greg Saccoccio		
21 Apr		Rick Reinert	Mike Marchioli Wiring Radial Engines	
19 May	Club Barbeque	All Members	Airbrushing	
16 June				
28 July	Club Swap Meet	Jim Abercromby		
18 Aug				
15 Sept		Tom Hamel		
20 Oct				
3 Nov	Desert Classic			
17 Nov				
15 Dec	Christmas Potluck & Gift Exchange			

Member Show and Tell

	Name: Luis Toledo
	Time To Build: Still in work
	Kit & Scale: Tamiya Hummer with M242 Bushmaster 1/35th
	Aftermarket Items: None
	Paints Used: Tamiya Acrylics
	Comments: Currently researching on how to complete the camo and the weathering.



Name:	Tom Hamel
Time To Build:	2 Month
Kit & Scale:	Dragon 8T German Halftrack and Crew Dragon Heavy Field Howitzer 1/35th
Aftermarket Items:	None
Paints Used:	Tamiya Acrylics Model Master Enamels
Comments:	This kit, like most Dragon kits, contains a lot of parts and has lots of little details.

Member Show and Tell

	Name: Mike Otis
	Time To Build: 1 Month
	Kit & Scale: Trumpeter BTR-60P 1/35th
	Aftermarket Items: None
	Paints Used: Tamiya Acrylics
	Comments: This kit is OK. Its older and has some real fiddley parts. IT is well detailed but suffers from some fit issues.

Club Demo

There was no club demo for June. If you're interested in doing a demo, let Mike Marchioli know and he can schedule it.

2012 Modeling Goals

Members are encouraged to set modeling goals for 2012. As each goal is accomplished we will track it and see how we all do at the end of 2012. If you would like to set goals for 2012 please provide your goals to Mike Marchioli (mmarchioli1@yahoo.com) for inclusion in the member goals data base. Please look at the January 2012 edition of the smoking hole for examples.

“So, There I Was.....”

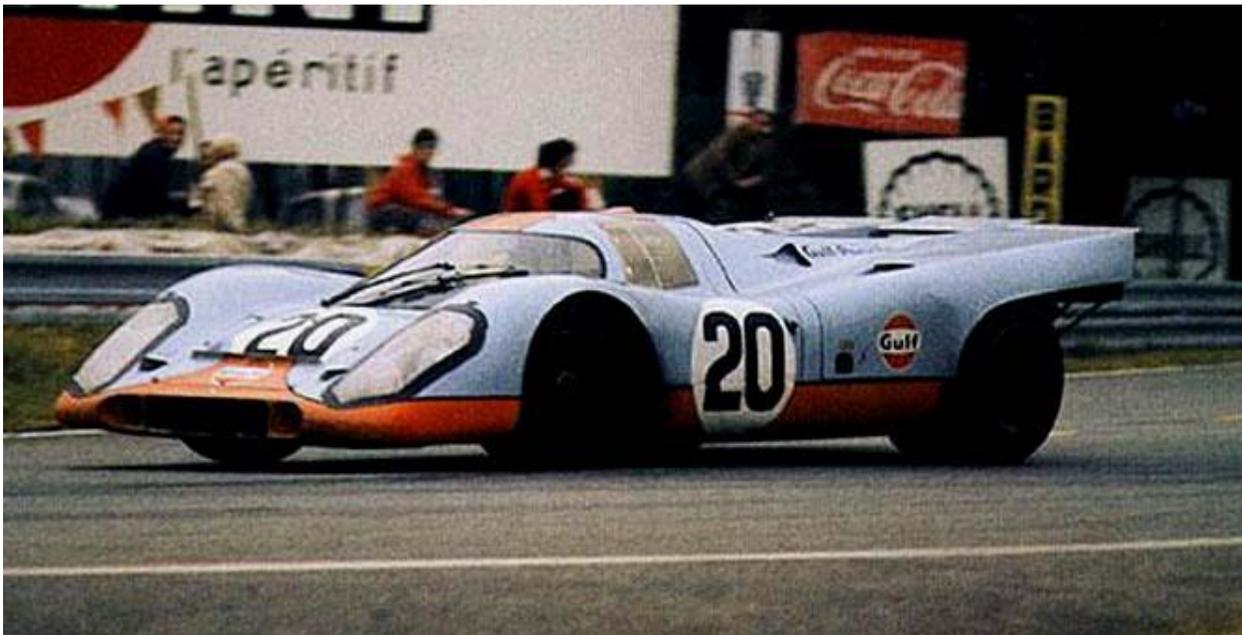
Aviation stories provided by John Pearce (well this isn't quite an aviation story!)

PORSCHE 917

John Wyer was born on 11th December 1909 in the town of Kidderminster in the county of Worcestershire being famous for its carpet production. At the age of 18 Wyer started his career as an apprentice at Sunbeam, at that time the only British company being involved in Grand Prix Racing. After engineering jobs at Solex and *Monaco Motor and Engineering* he joined Aston Martin in 1950 for being the boss of their competition program. He stayed with them for 13 years, finally in the position of their technical and managing director in personal union. In 1959 Aston Martin won the sports car world championship of makes and also the 24 Hours of Le Mans. Also supplied with the practical experience of having been a racing driver in the cockpit of a Ferrari 166, a Bugatti and a HRG, John Wyer was a talent of extraordinary quality both in engineering and in managing. So it was no wonder, that he had been Ford's preferred choice for organizing their GT40 project from 1963 on. The name of the new company was *Ford Advanced Vehicles* at Slough near London and the construction of the GT40 was made by Lola designer Eric Broadley. In 1967 John Wyer founded *J.W. Automotive* together with John Willment as the new company's director and with the support of the Ford Motor Company in Detroit. The same time a contract was signed with US-American *Gulf Oil Corporation* giving the cars their characteristic bright blue and orange livery. *J.W. Automotive* created the Ford powered *Gulf Mirage* M1 prototype winning the 1000 kilometers endurance race of Spa Francorchamps in 1967. Due to a rule change the Ford GT40s returned to the tracks in 1968 in a modified version made by Wyer for winning both the 24 Hours of Le Mans and the World championship of Makes for Ford the same year. Another Le Mans triumph followed for the GT40 in 1969.

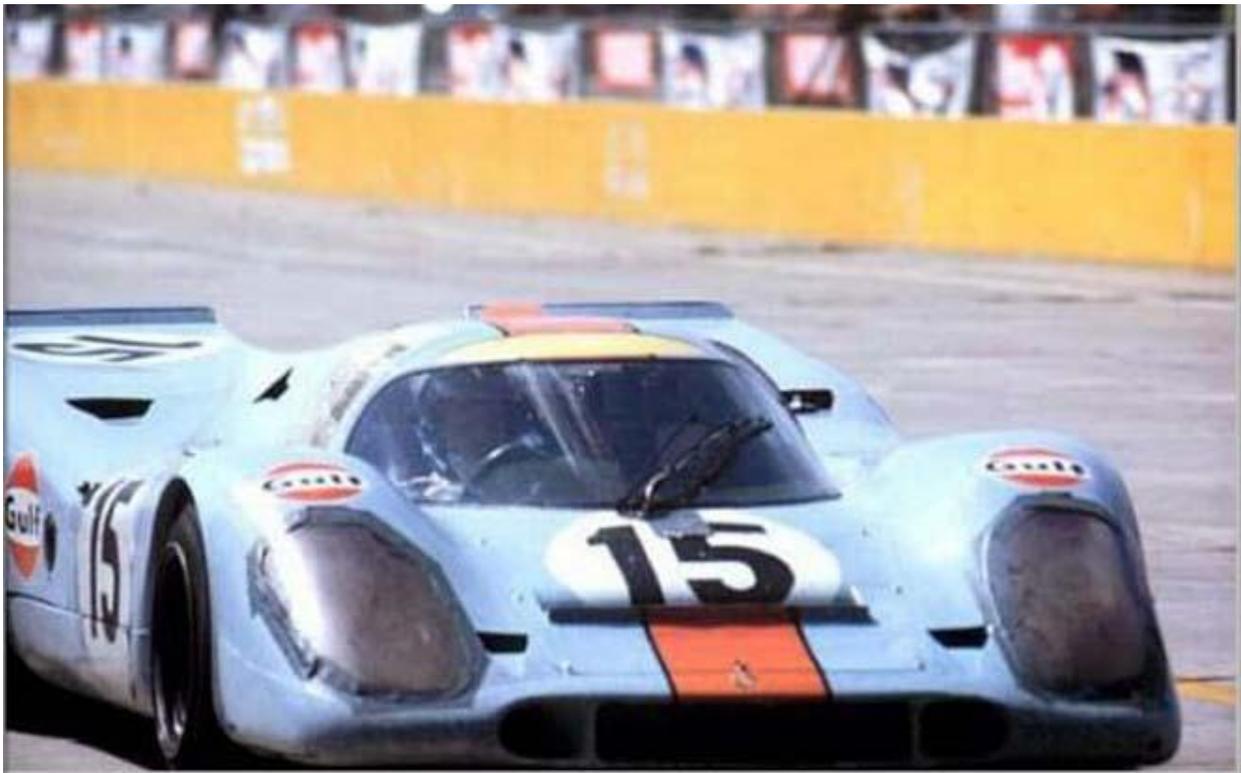
The Porsche 917 is the fastest series production car ever made in the world. Twenty-five models had to be built for the homologation as a 5.0 liter sports car with a minimum weight of 800 kilograms as demanded by the rules of the World championship of Makes. These regulations allowed 3.0 liters prototypes (no minimum number of cars to be produced) and 5.0 liter sports car (in a minimum series of 25) to compete in the endurance races having got distances of 24 hours (Le Mans, Daytona), of 12 hours (Sebring) or in most cases of 1000 kilometers (Buenos Aires, Spa Francorchamps, Nuerburgring, Monza or Zeltweg for instance). After competing in Le Mans in the lower categories for nearly two decades Porsche definitely wanted to win the overall placing at the Sarthe. That was the reason, why Porsche, under the lead of their

development director Ferdinand Piech (many years later becoming the CEO of Volkswagen), decided to race a sports car instead of the much cheaper prototype (that only was used on the narrow tracks of the Nuerburgring-Nordchleife and the Targa Florio on the Italian island of Sicily in the shape of the 908/03). The whole 917 project had cost 21 million D-Marks, step by step 46 cars of the 917 series had been built. The first 917 had been presented at the Geneva Motor Show in March of 1969, the homologation by the F.I.A. was made some weeks later in April. In the court of the Stuttgart-Zuffenhausen based Porsche factory (Porsche was an Austrian family enterprise with headquarter in Germany, because the US-American military administration had not allowed the existence of two car companies in their home country after World War II) twenty-five 917s stood in a row like being at the grid of Le Mans. A gap in the regulations had made it possible to get the F.I.A. licensing in the shape of a *Kurzheck* (short back) with the possibility to add an additional element to the rear section only to be used on the long straights of Le Mans without being forced to construct a second series of 25 long back cars. But this compromise had been the reason for a lot of confusion in the early stage of development of the 917 in the summer of 1969.



The design of the 917 had begun in July 1968 under conditions of absolute secrecy. Enzo Ferrari could not believe that the originally 4494 cc 12 cylinder engine was air-cooled, when he got to know of the project. Very soon it had become clear, that chassis and engine had worked perfectly from the beginning on. But in really the 917 had been very bad in handling especially at top speeds on the straights. Porsche`s works drivers Jo Siffert, Udo Schuetz, Gerhard Mitter, Kurt Ahrens, Hans Herrman and Willi Kauhsen considered the car being extremely dangerous, because the car absolutely did not follow the direction the driver had steered it. Very soon the 917 had got the nickname *Geschwuer* (boil), heat up to 70°C in the cockpit caused additional hatred. Many of the works drivers refused to drive the 917 in the rounds of the 1969 worldchampionship. But things looked very promising, when Attwood/Elford scored a superior 21 hours lasting lead in the 1969 Le Mans 24 Hours before retiring by a technical defect. But the two Britons had been driving the long version of the 917, while the handling problems only were

noticed at the short back. At Zeltweg in August Jo Siffert again refused to drive the 917 for the reasons known since the early spring of 1969. Siffert preferred to take part in the 1000 kilometers race on the newly constructed *Oesterreichring* in the Austrian Alps driving the 3.0 liter Porsche 908 prototype making him score better lap times than with the more powerful 4.5 liter 917. Then his boss Ferdinand Piech came to his charismatic number one driver from Switzerland: *Mr Siffert, you would do me a great personal favor to drive the 917 despite all the problems happening at the moment.* Siffert did, and together with his co-driver Kurt Ahrens he gave an exciting hunt to the problematic car on the modern and very safe Austrian circuit to score the maiden victory to the 917 by a great personal performance of both the drivers. A few days after the race a small group of Porsche engineers met some technicians of J.W. Automotive at the same track. After months of Porsche's men struggling against the 917's bad handling it was John Wyer to detect the reason for it: It were the aerodynamics of the *Kurzheck* tail. Porsche's Valentin Schäffer, a master craftsman in vehicle engineering, and a British technician took some aluminum sheets to enter a local smithy near the Oesterreichring. After some two hours they had solved the problem definitely. John Wyer became Porsche's major partner for 1970 and 1971 (the others were Martini Racing and Porsche Salzburg) winning the world championship in both years under the lead of their famous team manager



David Yorke (former Vanwall, later Tecno and Brabham). In contrast to all successes all over the world, a Le Mans victory did not come the Gulf Porsches way: In 1970 Attwood/Herrmann of Porsche Salzburg triumphed there in a 917 in the red and white colors of Austria, in 1971 Dr Marko/van Lennep of Martini Racing succeeded in white and the typical Martini stripes. A Gulf Porsche 917 Kurzheck won the 24 Hours of Le Mans only in fiction: In Steve McQueen's famous movie of 1970.

After the 1971 season the 5.0 liter sports car were no longer allowed in the World Championship of Makes. Porsche gave further development to the 917 and transferred it into a Group 7 double-seater racing car. Roger Penske replaced John Wyer as Porsche`s partner in international motorsport, the *L&M* 917/10 won the Can Am of 1972 with George Follmer driving, Mark Donohue repeated that success with the *SUNOCO* 917/30 the following year. John Wyer developed a new Gulf Mirage prototype, using a 3.0 litre Ford Cosworth DFV engine according to the regulations being in action from 1972. A Ford Weslake V12, also scheduled for this car, was never successfully raced, but after three further years of fighting, the J.W. Automotive Gulf Mirage (named after a salt lake in the United States) scored another Le Mans win for John Wyer with Jacky Ickx and Derek Bell in 1975. It had been the last one for Wyer at the Sarthe. He sold his team the following year to retire from motor racing. John Wyer died in 1989 in Scottsdale/Arizona at the age of eighty.

Reference – Copied word for word (except for the mis-spellings): <http://www.research-racing.de/917-a.htm>

Calendar

8/8/2012 to 8/11/2012	IPMS USA	IPMS National Convention Disney's Contemporary Resort Lake Buena Vista, Florida http://www.ipms2012.org/