



# The Villages Motor Racing Fan Club

## Pit Report - May, 2009

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## FASCAR and New Smyrna... Perfect Together!



Our April 22 meeting was another in a continuing series of great events for the club, with Joe Lewandoski (left) on hand to share his thoughts on short-track racing. With his long history in race track promotion at diverse locations such as Arizona, Massachusetts, Washington, Connecticut, and Pennsylvania, Joe provided a genuine historical perspective on racing then and now. In addition, he covered much

of the history of New Smyrna Speedway (NSS), one of the two tracks where he serves as FASCAR's Marketing Director. Speaking on behalf of current track owner Robert Hart, Joe described NSS as one of the most active tracks in existence today, holding 47 events last year and successfully adhering to an affordable, family-oriented venue offering highly-competitive multi-lane racing. He also discussed (continued on page 2)

## Pit Notes from the Crew Chief

Well, it's been another exciting month for the club, with the April meeting, the May 2 trip to Speedway Park, and work on plans for upcoming events. It's just hard to believe that we're closing in on the middle of the year, and that we've already made it through 10 NASCAR Cup events! It'll be summer before you know it, and that brings with it some great activities, beginning with our great



June 20 Golf Scramble  
out at Bacall Execu-

tive Golf Course. Make sure you get your reservation in to Dave Colbert...you won't want to miss this event.

By the way, our club continues to get national exposure, as evidenced by the article Ron Hedger (a guest at our April 22 meeting) printed in the April 28 edition of *National Speedsport News*. Check the reprint out on page 8! *Glen*

## New Smyrna Speedway/FASCAR Recap (continued)

some of the well-known names that have competed at NSS, including perennial crowd favorite and ageless racing icon Mark Martin.

One of the highlights of Joe's presentation was his description of our club's membership as "true racing fans," primarily due to our demonstrated interest in "good old Saturday night short-track racing." He acknowledged that most local race tracks are facing tough times during

this current economic climate, and expressed concern that the "graying" of the local racing fan base does not bode well for the local tracks. With new segments of racing's fan base being attracted by the glamour of NASCAR, and with the growing popularity of televised Saturday night NASCAR events, Joe stressed the importance of tracks like NSS stepping up their focus on affordability and hospitality. Joe concluded his remarks with

a preview of upcoming events, like the April 25 Billie Harvey Memorial, the July 2 Clyde Hart Memorial, and the November 21 44th Annual Governor's Cup 200. He also encouraged fans to take advantage of the Crash-A-Rama event—better known as the "Redneck Rodeo"—to be held later this year.

Joe took quite a few questions from the crowd, with perhaps the most popular one being: "Why don't you hold the Governor's Cup

either on Sunday afternoon or at least earlier in the day on Saturday?" He acknowledged the merit of the question, and suggested that club members write directly to Robert Hart and submit the suggestion.



Joe discusses race promotion with George Rutkoski & Bill Wilkie.

## Speedway Park Yet Another Racing Venue Explored!

Saturday, May 2 was another milestone for the club...our first visit to a go-kart track! About 30 club members made the trek over to Speedway Park to experience the go-kart world up close...and we do mean up close! The Florida Champ Kart League held its major event at this 1/8 mile clay less than two miles from The Villages, and put on a wild show of competitive racing that thrilled our members. Actually, in addition to the FCKL events scheduled, we were treated to a preview of Florida Slingshot kart racing, with a handful of these up-graded karts putting on a display of high-speed racing.

It's probably safe to say that "a good time was had by all," and, as Glen said in his Pit notes, that many of us will be making return trips to this track in the coming weeks and months.

One of the highlights of the night was the opportunity  
(continued page 3)

Here are a few of the photo highlights of the May 2 experience...



The "yellow shirts" were once again prominent at a local track!



Now this is close-up spectating!



Slingshots in action...20 hp engines running alcohol fuel = 40 hp on the track!



You couldn't get much closer and still be a spectator!



## More Highlights from Speedway Park

(continued from page 2)

to meet one of the young racers and his father, and to discuss their friendship with Buzzie Reutimann. The young racer, Jarrod Cox (pictured at right), went on to finish third in his class event, so this may be another star in the making. We hope to stay in contact with him and his dad and stay up-to-date on his progress in racing.



Jarrod Cox...hope to hear more from him!



Crew Chief Carter discussing race strategy with one of the senior drivers and, no, Glen didn't get to drive the kart!



Hey, Ted...do we have enough loose cash in the club's treasury?



Haulers and rigs, just like the "big guys!"



Tom Hormmann says this is what happens when you go three-wide!

## If Racing Fuel Gets Too Expensive, We Can Always Go To Chocolate!

Earlier this month, I stumbled across an article on USAToday.com that caught my attention. It seems that a group of scientists in England have been experimenting with alternate fuel sources for transportation uses (biofuels, specifically) and have developed an engine that runs on vegetable oil and product waste from chocolate factories. Having grown up in southeastern Pennsylvania, not too far from Hershey, PA, this caught

my attention immediately. If you've ever driven through Hershey, you'll probably recall the rich smell of chocolate and cocoa in the air, and I was wondering if the future holds the potential for race tracks to have the same essence. In fact, the article (which can be found at [www.usatoday.com/tech/science/environment/2009-05-05-chocolate-car\\_N.htm](http://www.usatoday.com/tech/science/environment/2009-05-05-chocolate-car_N.htm)) indicates that the scientists' mission now is to develop "the world's fastest biofuel vehi-

cles" and they are building a Formula 3 race car that they expect will have a top speed of 145 mph. The article also describes the car's other ecologically-friendly components: "The steering wheel is made out of plant-based fibers derived from carrots and other root vegetables, and the seat is built of flax fibre and soybean oil foam. The body is also made of plant fibers." I guess anything's possible for the future?





## Club Members in the News...



**Villager of the Day**

- **Name:** Linda Carter
- **Village:** Summerhill
- **Moved from:** Raleigh, N.C.
- **Hobbies:** Scrapbooking, home decorating, swimming, going to dinner with friends, traveling with her husband
- **Favorite song:** 'Truly' by Lionel Richie

Hear the Villager of the Day's favorite song today on AM-640 WVLC. For more about the Villager of the Day, watch *The Daily Sun News Show* until 6 p.m. on VNN.

WVLC  
2  
vnn  
HEADLINES

This past month again saw a number of club members active around The Villages, beginning with our Club Historian Linda Carter being named "Villager of the Day" on April 27. It's unfortunate that the paper truncated her comment on "Hobbies." She meant to say "traveling with my husband **to racing events.**" That's ok, Linda, we know what you meant to say!

And it was kind of hard to miss the Daily Sun's coverage of Big Dave Bockman's racing memorabilia collection. In case you didn't know it, Big Dave is a diehard Jeff Gordon fan, and he just couldn't resist flaunting his 1998 Winston Cup Champion leather jacket in the photo. If you look closely at the picture, you'll see a continuation of the Gordon theme. In fact, you might say he's bordering on the fanatical! On a more serious note, those of you who have not had the opportunity to experience Big Dave's racing cathedral in person really should do so. Trust me—it's worth the trip. Give him a call and make arrangements to stop and see him.



RECREATION DEPARTMENT

**Personality**

### 'Lucky to be here'

Villages couple enjoy working in Recreation Department

By PAT JOCELYN  
DAILY SUN

THE VILLAGES — When Wendy Touchette and her husband, Mike, first moved to The Villages in 2005, she knew that after they got settled into their new home, she wanted to go back to work part



George Horford / Daily Sun

Recreation assistant Wendy Touchette talks with Martin Bennertz, left, and his brother Dick Bennertz.

Not to be outdone by her husband (whom you saw recognized in last month's newsletter), our Special Events Coordinator Wendy Touchette found herself featured in the Daily Sun's "Mix in the South" section on April 25. Her current position with The Villages Recreation Department at Bridgeport is a perfect complement to husband Mike's position at Colony Cottage Recreation Center, so you might say between the two of them, they've got the South covered! If you've ever had the opportunity to observe Wendy (or Mike, for that matter) in action at their Rec Center posts, you see that she's great at what she does, and you can see why she excels at coordinating club activities.

Both Wendy and Mike have been instrumental in helping the club grow...it's great to have

the right people in the right places when you need facility issues resolved!

Finally, the March 29 edition of The Daily Sun contained a snapshot of club members Rich and Barbara Freed sailing on the high seas. The Freeds were along for the "Line Dancing with the Twins Cruise" on Carnival Cruise Lines, and had the opportunity, I'm sure, to learn some new line dancing moves from these two Villages favorites, Margaret Koll and Rose Knosp. It may take a groundswell of encouragement, but I suspect we might be able to persuade Barbara and Rich to show off a few of their line dancing moves at a future club event. Let's work on them a bit!

DAILY SUN  
Sunday, March 29, 2009

Travel &

### Four Villagers cruise to the Caribbean



Submitted photo

Rich and Barbara Freed of the Village of Mallory Square are shown with twins Margaret Koll and Rose Knosp, both of the Village of Summerhill, on the weeklong Line Dancing With The Twins Cruise to the Caribbean on the Carnival Triumph.

## Special Events Roundup



OK...things are heating up now, and I don't mean just the weather! Planning is on track for our Second Annual Club Golf Scramble on June 20, and we've got a few other things perking right now that offer the potential of fun and excitement. Also, based on the fun that we all had on May 2 over at Speedway Park, we'll be looking to make a repeat visit to that action-packed track later in the year. So, here's

what's on tap right now:

- **Saturday, June 20**—Club Golf Scramble at Bacall Executive Golf Course. Tee times start at 1:02 pm, with a pot luck picnic to follow. To reserve your slot, call

Dave Colbert, but be sure to tell him your level of golf skill (a—excellent, thru e—true beginner) so he can arrange the foursomes.

- **May**—We're looking for three more couples to participate in our club bowling league at Spanish Springs...give me a call if you're interested.
- **June**—As soon as we can pin Buzzie Reutimann down on race

dates, we'll be organizing a trip/sponsorship deal at Ocala Speedway...stay tuned!

- **June or July**—We're tentative planning a car pool trip to Fantasy of Flight in Lakeland.
- **July 4—Coke Zero 400**—Although we're not planning a club trip, you may be interested in the information presented on page 7.

*Wendy*

## Local Racing Corner

Location	January Event Schedule
Ocala Speedway 9050 NW Gainesville Rd Ocala, FL 34482 (352) 622-9400 (www.ocalaspeedway.com)	Racing every Friday night for regular classes <b>14th Annual Powell Memorial, June 5</b> <b>United Dirt Late Models 75 lap event</b>
Citrus County Speedway U.S. Highway 41 Two miles south of Inverness at the Citrus County Fairgrounds. (352) 726-9339 (www.citruscountyspeedway.com)	Racing every Saturday night for regular classes <b>Super Late Models—June 6</b>
New Smyrna Speedway Corner of State Route 44 and 415. P.O. Box 1500 New Smyrna Beach, FL 32170 (386) 427-4129 (www.newsmyrnaspeedway.org)	Racing every Saturday night for regular classes <b>Sprint Cars—June 6, Super Late Models—June 20</b>
Orlando Speedworld 19164 East Colonial Drive (Highway 50 just west of 520 Cocoa cut-off) Orlando, FL 32833 407-568-1367 (www.OrlandoSpeedworld.org)	Racing every Friday night for regular classes; <b>Super Late Models—June 12 (Matt Bowers Competing)</b>
Speedway Park- Fruitland Park (Micro Race Track Road and Rt. 466A near The Villages) Florida's oldest 1/8th mile clay oval Go-Kart track; less than a mile from The Villages! See website for schedule (www.speedwaypark.net)	Racing the first and third Friday of each month



Visit our website: [www.villagesracingclub.com](http://www.villagesracingclub.com)

### The Villages Motor Racing Fan Club—Officers

Glen Carter, President (751-6442)  
 Gerry Hafer, Vice Pres./Newsletter (751-3643)  
 Ted Cahalane, Treasurer (751-2638)  
 Silky Meegan, Secretary (259-2029)  
 Wendy Touchette, Special Events (430-0239)  
 Bob & Camille Sherman, Membership (751-1771)  
 Linda Carter, Historian (751-6442)  
 Mike Touchette, Member at Large (430-0239)  
 Dave Bockman, Member at Large (751-0381)  
 Wayne Nolan, Member at Large (750-9082)  
 Bill Wilkie, Member at Large (350-2080)  
 Dave Colbert, Technical Planning (751-3851)  
 Buster & Zoe Ann Burt, Senior Advisors (751-4346)  
 Tom Horrmann, Official Photographer (430-0195)  
 Peter Tetrault, Member at Large (205-8503)

### Here's Something Different

This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is one of only four in existence and is the only one currently in running and in road worthy condition.

The car is in exceptional condition, with the interior and even the frame looking great. All 4 cars each had over 200,000 miles on them before they removed them from service. These cars were built for Allegheny as promotional and marketing projects.. The top salesmen each year were given the honor of being able to drive them for one year. The v-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet. I thought this was a much better looking automobile than the Ford Thunderbird that visited us last year. FYI, the car was insured (we were told) for the trip to Louisville via covered trailer for 1.5 million dollars.

We were also told that the dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced.



Maybe NASCAR should consider this fabrication for the next "Car of Tomorrow?"

### So you don't need to look it up...

Just in case you were wondering, I was able to locate a statistic that probably nobody in our club has thought about, but that everyone in the club should find interesting. When you think about dominance, you tend to think about a competitor leading the most laps in a given race. Well, extend that thought a bit further, and think about laps led over a career, and that's the statistic I was able to locate on **Jayski's @NASCAR Silly Season** site (<http://www.jayski.com/stats/statsmenu.htm#lapsled>). Is it really any surprise that The King would be on top? But, how about Jeff Gordon in 7th, or the struggling Dale Earnhardt Jr. in 25th? As a side note, the site reports that a grand total of 397 individual drivers have been credited with having led a competitive lap in Cup-level racing.

#### All time laps led - top 30:

1 Richard Petty 52,194	16 Geoffrey Bodine 8,683
2 Cale Yarborough 31,676	17 Harry Gant 8,445
3 Bobby Allison 27,539	18 Fred Lorenzen 8,131
4 Dale Earnhardt 25,707	19 <i>Jimmie Johnson</i> 7,724
5 David Pearson 25,419	20 Ricky Rudd 7,874
6 Darrell Waltrip 23,131	21 Dale Jarrett 7,050
7 <i>Jeff Gordon</i> 20,403	22 <i>Terry Labonte</i> 7,035
8 Rusty Wallace 19,972	23 Tim Flock 6,937
9 Bobby Isaac 13,229	24 Benny Parsons 6,866
10 Junior Johnson 12,651	25 <i>Dale Earnhardt, Jr.</i> 6,473
11 <i>Mark Martin</i> 11,729	26 Neil Bonnett 6,382
12 <i>Bill Elliott</i> 11,417	27 Herb Thomas 6,197
13 <i>Tony Stewart</i> 10,289	28 Fireball Roberts 5,970
14 Buddy Baker 9,748	29 <i>Matt Kenseth</i> 5,859
15 Ned Jarrett 9,468	30 <i>Jeff Burton</i> , 5,813

And, while I was digging around the site, and while I was still basking in the afterglow of Mark Martin's win at Phoenix, I found this little informational gem:

#### Oldest Sprint Cup Race Winners

- 1) Harry Gant, 8/6/1992, Michigan, 52 years, 7 months, 6 days
- 2) Morgan Shepherd, 3/20/1993, Atlanta, 51 years, 4 months, 27 days
- 3) Mark Martin, 4/18/2009, Phoenix, 50 years, 3 months, 9 days
- 4) Bobby Allison, 2/14/1988, Daytona, 50 years, 2 months, 11 days
- 5) Dale Earnhardt, 10/15/2000, Talladega, 49 years, 5 months, 16 days
- 6) Dale Jarrett, 10/2/2005, Talladega, 48 years, 10 months, 6 days
- 7) Bill Elliott, 11/9/2003, Rockingham, 48 years, 1 month, 1 day
- 8) Rusty Wallace, 4/18/2004, Martinsville, 47 years, 8 months, 4 days
- 9) Geoffrey Bodine, 8/11/1996, Watkins Glen, 47 years, 3 months, 24 days
- 10) Richard Petty, 7/4/1984, Daytona, 47 years, 2 days



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### Featured News



## Celebrate The King's 25th Anniversary of his 200th Win

This year's Coke Zero 400 Weekend Powered by Coca-Cola on July 2-4 marks the 25th anniversary of Richard Petty's historic 200th NASCAR win and Daytona International Speedway will put on a celebration fit for a King and honor one of the landmark moments in the history of NASCAR... [Read More](#)

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### Green Flag Club Hospitality



### Coke Zero Pizza Party!

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The article shown below was published in the April 29, 2009 edition of National SpeedSport News, and is reprinted here with permission. (Due to the compressed size, you may need to "zoom" your browser to read the text.) Those of you who were at the April 22 meeting will no doubt recall seeing the author—Ron Hedger—in the audience.

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### Videos/Photos 23

HISTORIC RACING photos, Can-Am, Trans-Am, F-1, IMSA GT, WMC 1970-1980. Email for free list. jfisc@cs.com.

### Tickets 24

INDY 500: Six tickets, North West Vista, face value \$85 each with garage passes. Bob (781) 592-2799.

TWO TICKETS, LifeLock 400 June 14, 2009 MIS. Excellent seats: Row 23, Section 1, Seats 15 & 16. Just up from the track! Call Bob (781) 592-2799. Valid until June 14, 2009. (781) 592-2799.

### Services 29

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**HECK OF A WRECK:** Carl Edwards flies into the protective fencing at Talladega (Ala.) Superspeedway on Sunday after getting a tap from Brad Keselowski.

## Drivers Wonder About Aerodynamics Of CoT

By RON LEMASTERS, Jr.  
NSSN CORRESPONDENT

TALLADEGA, Ala. — Is it time for NASCAR to look at the roof flaps and the aerodynamic characteristics of its new car?

According to Carl Edwards, R y a n N e w m a n and Dale Earnhardt, Jr., the answer is a resounding "hell, yes."

For the second time in two days, a car wound up flying through the air, and this time, it was within sight of the finish line.

"They engineered this car from the old one, as far as the roof flaps and the cowl flaps are concerned," Newman said. "These cars punch quite a different hole in the air than the old ones did, and the bumpers on these cars are quite a bit different. Maybe it's a question of some engineering being put back into the bumpers, and the cowl flaps...maybe we need more and better flaps all around to keep the car on the ground."

Edwards was more blunt. "It's what we have to do," he said. "I don't know how I'd change this racing. I know it's a spectacle for everybody and that's great and all, but it's not right to ask all these guys to come out and do this. What if the car goes up in the grandstands and kills 25 people, you know what I mean? At some point, they've got to say 'Look, we've got to change this around a little bit.'"

Asked if he thought NASCAR would change things, Edwards hedged.

"I don't know," he said. "I was thinking about that out there. What's the point? I ran around in the back all day. I didn't race until the last 30 laps, so what's the point of the whole event? It's just a spectacle. That's cool. I can deal with that, but it shouldn't be worth points."

Newman said that there is "no such thing as an overreac-

tion to safety.

"I would assume they just adapted their principles the locations of the old-style car to this new-style car when it comes to the roof flaps and the cowl flaps and things like that," he said. "This car punches an entirely different hole in the air and the bumpers are a good bit different. So maybe a little bit of engineering needs to go back into the size of the cowl flaps, the placement and potentially additional flaps in

general, just to be able to slow the cars down immediately once they get turned around or sideways or create more — I guess you call it — reverse downforce, when the cars are going backwards."

With a degree in engineering from one of the finest engineering schools in the country, Newman knows a bit about vehicle dynamics.

"NASCAR has got to do their job to get the cars on the ground and make the cars safer," he said. "I noticed my windshield bed peeled away and Carl's windshield bed pulled away. Whatever we can do to make the cars safer because I'm pretty sure we're coming back to Talladega, and I'm pretty sure we're going to have restrictor plates, and I'm pretty sure we're coming back to three wide and four wide for most of the races."

Earnhardt said there were other factors, too.

"For years, we've had wrecks like this every time we come here, ever since the plates got here, and for years it was celebrated," he said. "The media celebrated it, the networks celebrated it, calling it 'The Big One,' just trying to attract attention."

"There's a responsibility with the media and the networks and the sanctioning body itself to come to its senses a little bit and think about the situation. Racing like this is not a whole lot of fun. It's just something we have to do because we have to go out there and race."

## 'Real' Race Fans Make Up The Village's Racing Club

LADY LAKES, FLA.

When we first visited The Villages in north central Florida, we made a pilgrimage to Don Garlits' superb museum for a racing fix. This time, a two-week rental and a gracious invitation from club President Glen Carter let us attend a meeting of The Village's Motor Racing Fan Club to hear guest speaker Joe Lewandowski, a much-traveled racing executive currently engaged in marketing for FASCAR and Robert Hart's New Smyrna Speedway.

We went expecting a small group of Sprint Cup fans wearing the shirts of NASCAR's current stars with a few Dale Earnhardt logos mixed in.

Instead, we encountered a ballroom full of enthusiasts clad in bright yellow club shirts eagerly awaiting Lewandowski's talk on area short-track racing. It could have been a HARP meeting in suburban Indianapolis or a Foar Score gathering in Buffalo, and the first driver name we heard was not Dale, Jr., it was Florida legend Buzzie Reutimann.

"We started the club on a whim," recalled club media rep

Gerry Hafer. "It's grown like mad ever since, and while we do go to Daytona, we really like the local tracks and usually take more than 100 people to our nights at local speedways. We're in our third year and already have more than 250 members."

"We took two bus loads to the Governor's Cup at New Smyrna last fall and I just love seeing that block of yellow shirts cheering," added Carter. "The tracks give us a group discount, then we apply that discount to sponsoring a local car for the night. It's not a lot of money but it helps. We love to sponsor Buzzie Reutimann and we're helping him out on a late model he's getting ready for a show coming up at Ocala. David and Brian Pattie just hung the body today and we'll all be there cheering for him."

Lewandowski entertained the group with a review of his racing background, beginning as a youth at Connecticut's Plainville Stadium and then in NASCAR after meeting Brian France in a health club while working at Stetson University. After running a NASCAR speedway in Arizona, he moved on to the group's weekly racing series and at short tracks in Washington, Massachusetts, Pennsylvania and New Jersey.

On the Florida scene, Lewandowski tipped that the weak economy has hit New Smyrna's car count and sponsorship sales, but fan counts remain steady, boosted by a ticket reduction to \$10 for regular shows and \$15 for special

THE LONG LOOK



RON HEDGER

events.

Lewandowski also feels that the big half-mile size and speed discourage some racers, as they hit hard and crash damage is very expensive compared to the costs of similar shunts at their much smaller Orlando Speedworld.

"But the racing is superb now," added Lewandowski. "The track took two years to come in after it was repaved. It had one really fast groove for a while, but now they run two or three wide, and the February World Series battle between Ted Christopher and Ryan Newman was one of the best short-track races I've ever seen."

Much to the delight of the fan-club members, Lewandowski related his theory that they were the "real" race fans of America, rather than the NASCAR souvenir bedecked "fans" seen in malls or restaurants.

"I ask them if they go to New Smyrna or Ocala and they have no idea what I'm talking about," declared Lewandowski. "The real fans watch our show at New Smyrna, then call Volusia County to see if they're done yet. If they hear that they have the features to run yet, they're in their car and on their way to the dirt track to catch the last races there."

Lewandowski indicated that the speedway had talked with NASCAR about a sanction for 2009, but finally decided to remain independent, as the track has many racers too young to race under NASCAR's rules. Ironically, one of New Smyrna's up-and-coming talents is 16-year-old Ben Kennedy, son of International Speedway Corp. executive Lesa France Kennedy.

"Kids start in the quarter midgets with us, then move up to the trucks and then the super late models," said Lewandowski. "There's a lot of talent coming along for the future."

The rousing hand that Lewandowski got indicated that The Village residents, whether they came from Long Island, Indiana or California, as those we spoke with indicated, are all "real" race fans. And with 75,000 residents now in The Villages and buildup expected to top the 100,000 mark, the club can expect more to turn out in the future.