



The Villages Motor Racing Fan Club

Pit Report - June, 2009

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A Proud Dad Visits The Club!



Florida stock car racing legend Buzzie Reutimann made a repeat visit to the club on May 27, but this time he brought tales of the achievements of his son, NASCAR Sprint Cup Driver David Reutimann. Basking in the afterglow of David's stunning victory in the rain-shortened Coca Cola 600, Buzzie gave us a running account of the May 25 event, sharing his dad's eye view of the decisions that led to the drama-

tic conclusion of what became David's first NASCAR Cup-level win.

During his chat with the club, Buzzie recounted the team's decision to resist the temptation to pit during the final caution, and emphasized the tensions that go along with waiting out a lengthy rain delay.

See the Sumter Express reprint on page 8 for a more complete recap of Buzzie's May 27 visit.

Matt Bowers Set to Resume Racing June 12 at Orlando Speedworld

Our May 27 meeting also featured an update on the progress that up-and-coming local racing star Matt Bowers has been making toward building his career. One of the highlights, of course, was his announcement of a planned return to serious competition June 12 at Orlando Speedworld, following the complete rebuild of his super late model No. 84X. Many of you will recall that Matt was in a pretty serious wreck on lap six of

the April 25 Billie Harvey Memorial 100 lap event at New Smyrna Speedway.

With top 10 finishes in all six of the events he entered this year, Matt is primed to hit the track running. He readily acknowledges that he's in a learning mode, offering serious complements to his Crew Chief and Car Builder, the legendary Dick Anderson.

Matt also announced that his high school graduation



will be 6/5 and that he's enrolled in Lake-Sumter Community College, with classes set to begin in the

(continued on page 2)

Matt Bowers Update (continued from page 1)

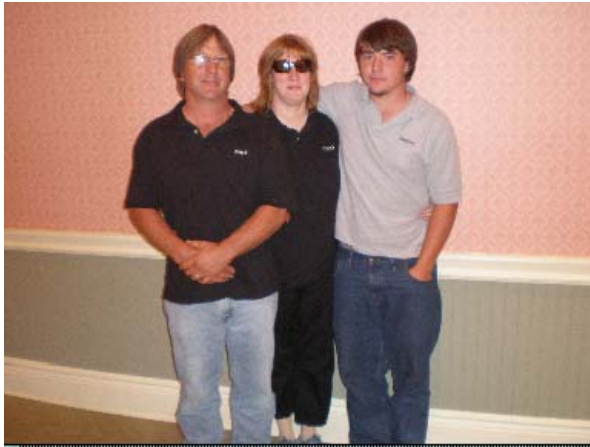
fall. Unlike many soon-to-be high school grads, though, Matt does not plan to have a leisurely summer. His schedule already includes some dirt racing up in the St. Louis area, and some competition in the Corvette GTE class at Daytona, as well as events at Orlando and New Smyrna in his super late model stock car. In between, he will be working hard on firming up his financial program for the future, with emphasis on sponsor recruitment to complement his operation of the "MB Grill" down in Orlando's Pine Hills area. Working with team associate Linda Marsh, Matt and company have been operating this weekend barbeque enterprise to help fund their team expenses, and he reports that the venture has been successful so far.

In terms of financial planning, Matt announced the recent addition of Bonefish Grill as a corporate sponsor for Matt Bowers Racing. An affiliate of OSI Restaurant Partners, LLC, Bonefish Grill and its related brands (Outback Steakhouse, Carrabba's Italian Grill, Fleming's Prime Steakhouse & Wine Bar, Roy's and Cheeseburger in Paradise restaurants operate in 49 states and 20 countries internationally. In fact, most of you are aware of two of three of these restaurants operating right here in The Villages. Stop by and thank them for sponsoring "our driver."



Matt's milestone cars, clockwise from top left: his current Super Late Model 84x, his Pro Truck, his Banderlo entry, his Legends entry, his Quarter Midget, and of course, "Our Car"...the New Dixie Racing No. 92 Super Late Model.

All About Carts...Really!



As you know, we try to bring a variety of topics and speakers into our club meetings. The May meeting was no exception, and we were pleased to be able to successfully lure Karl and Stephen Stutzman (a.k.a. "All About Carts") out to Colony Cottage to share their views on basic golf cart maintenance. Karl, left in the photo above, gave us a series of beneficial suggestions on the proper way to maintain golf carts, from checking air pressure in tires, to charging and re-charging batteries, to

types of fuel to use for engine maintenance longevity. He also supplied a series of handouts on golf cart maintenance, and stressed that the most fundamental suggestion he typically gives people is to regularly have their cart serviced by a reputable technician no less than once per year. Karl also introduced his son, Stephen, a lead technician with All About Carts, and the CEO of their firm, his wife Jean. Both Jean and Stephen are pictured in the photo at left.

While Karl's remarks, and his comments during the Q&A period that followed, held our members interests, what really created a stir was his commentary on their family's project to construct a high-speed (and he means really high speed) cart. Using an 1100 cc Honda Goldwing motor, they are hoping to build a cart that will top out at 125 mph and earn them a place in the Guinness Book of Records. The cart is under construction at present, and Karl promises to keep us posted on his progress and on his plans to conduct the speed run later this year. Stay tuned for more details on this one!

In the meantime, imagine what it would be like here in The Villages when more guys like Karl and Stephen get the bug for golf cart racing. Paste this URL into your web browser for a "YouTube" clip that even looks like it was filmed in The Villages"

<http://www.youtube.com/watch?v=-JMd2c87Qqk&feature=related>

Club Members in the News...

VILLAGERS' NIECE OWNS FILLY BY SAME SIRE AS PREAKNESS

by STEVE DAY
DAILY SUN

VERSAILLES, KY. — Rachel Alexandra made headlines by winning the Kentucky Oaks last week by more than 20 lengths. She hopes to make more history in today's

Preakness Stakes.

INSIDE

Learn more about the 134th running of the Preakness Stakes.

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Wendy Noel, who is the niece of Ted and Diane Cahalane of the Village of Piedmont, has her own little

"Rachel" at her Chateau in Versailles, Ky., just



George Horsford / Daily Sun
Ted and Diana Cahalane hold a copy of Sports Illustrated which shows their niece, Wendy Noel, at the Kentucky Derby winner's circle.

The May 14 edition of The Villages Daily Sun contained a fascinating article on the Kentucky Derby exploits of Wendy Noel of Versailles, KY. Wendy is the niece of Ted and Diana Cahalane, who were shown holding a copy of Sports Illustrated showing Wendy in the Derby's winner's circle celebrating. Ted, of course is our stalwart club Treasurer, and this story just solidified the fact that our members are somehow connected to virtually all types of racing.

And what would a month of news coverage be without at least one appearance by club board member "Big Dave" Bockman. In the photo below that appeared in The Villages

Daily Sub's May 13 edition, "Big Dave" is pictured doing one of the things he does best...singing. Dave is a member of the Gospel Notes Choir, and is pictured here with the choir performing at a recent benefit concert.

RAISING THEIR VOICES

Gospel Notes choir performs for the benefit of needy families

By MICHAEL PORTUNA
DAILY SUN

THE VILLAGES — Since 2002, the Gospel Notes have been making a joyful noise to help people in need.

The Southern gospel vocal group joined forces with Southeast Marion Baptist Church by providing various donated items to needy families who live in the Ocala National Forest.

"I think it's wonderful," group director Dee Fowler said. "I think a lot of people appreciate that."

"We travel all over the area (to perform)," added group member Bill Andrews. "We make money, and it all goes to (the forest mission)."

The 20-member resident choir, under the direction of Fowler, gave a concert called "Precious Memories"



The Gospel Notes perform throughout the area to raise money for needy families in the Ocala National Forest.

My is have the never have file, also First, under the was too on the Next, beneath but then the top up the some guy me off. We pa bottom. Finally, we can't the top. Prop on the m squashed match the two lows and was near the bed. And the co some of the bed. The's even price of not on

RETURN TO HIS OLD SHIP



Photos by Bill Mitchell
Above: Ivan Joslin of The Villages holds a picture of his former submarine the USS Sea Poacher while at his home. Below: A gold dolphin pin from the Peruvian submarine fleet is shown on Joslin's vest. Joslin was a crew member of the submarine from 1960 to 1963.

Also, in the Tuesday, April 28 edition of The Villages Daily Sun, we note the appearance of club member Ivan Joslin displaying memorabilia relating to the submarine he served on in the U.S. Navy—the USS Sea Poacher. Ivan's interview covered his recent trip to Peru, where he had the opportunity to actually climb aboard the ship now owned by the Peruvian navy.

Special Events Roundup



Most of you are aware that Wayne Nolan is coordinating the sale of club logo merchandise, and I encourage all of you to drop by his table at the next meeting and take a look at some of the new items. The re-designed club hat is now available, along with a great new item...the club logo windbreaker (yellow, of course). We've also got a few bumper stickers remaining, as well as club lanyards to display

your membership card. Give Wayne a call if you can't make it to a meeting.

- **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. If you haven't already, get in touch with Dave Colbert and tell him your level of golf skill (a—excellent, thru e—true beginner) so he can arrange the foursomes.

- **July**—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!
- **July**—We've had lots of

requests for something like this so we thought we would do this for the July meeting. Anyone who has any racing memorabilia and would like to display it and say something brief about your collection please contact Glen, Gerry or myself. If you would like to bring for display only that will be fine. So let's start thinking about what you would like to share with the club and call or email Glen or Gerry or see them later this evening.

Wendy

Local Racing Corner

Location	July Event Schedule
Ocala Speedway 9050 NW Gainesville Rd Ocala, FL 34482 (352) 622-9400 (www.ocalaspeedway.com)	Racing every Friday night for regular classes
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 Closed July 4
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 11th Annual Clyde Hart Memorial—July 2 New Dixie Racing/Matt Bowers are entered!
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; Crash-A-Rama July 3
Volusia Speedway Park 1500 E. State Rd. 40 Deleon Springs, FL 32120 386-985-4402 (www.volusiaspeedwaypark.net)	Racing every Saturday night for regular classes Closed July 4

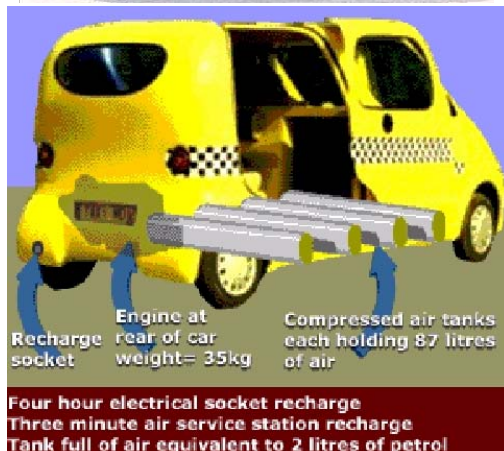
Visit our website: www.villagesracingclub.com

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)

New Car for The Villages?

Here you go, Motor heads! With the price of gas once again riding an upward curve, maybe it's time for cars like this to catch on. The Compressed Air Car, developed by Motor Development International (MDI) Founder Guy Negre, might be the best thing to happen to the motor engine, and people all over the world. The \$12,700 CityCAT, one of the planned Air Car models, reaches 68 mph, goes for a range of 125 miles. It will take only a few minutes for the CityCAT to refuel at gas stations equipped with custom air compressor units. MDI says it should cost only around \$2 to fill the car up with 340 liters of air!



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

In past editions, we've given you several views of NASCAR front-runners, from all-time winners to modern-era winners, as well as lap leaders, pole winners, and so forth. Here's another interesting piece of statistical trivia...the all-time list of Top Five finishes in NASCAR Cup events. As you might expect, The King heads the list and, actually, the first five drivers in this category present no real surprises. There are some active drivers in the top 30, but it's doubtful if any of them can crack the top five of the top five. Jeff Gordon, of course, has a good shot, but I think the rest of them face long odds. Just my opinion...hey, I could be wrong!

All-time Top fives:

- 1 Richard Petty, 555
- 2 Bobby Allison, 336
- 3 David Pearson, 301
- 4 Dale Earnhardt, 281
- 5 Darrell Waltrip, 276
- 6 Cale Yarborough, 255
- 7 Jeff Gordon, 253
- 8 Buck Baker, 246
- 8 Mark Martin, 246
- 10 Lee Petty, 231
- 11 Buddy Baker, 202
- 12 Rusty Wallace, 202
- 13 Benny Parsons, 199
- 14 Ricky Rudd, 194
- 15 Ned Jarrett, 185
- 16 Terry Labonte, 182
- 17 Bill Elliott, 175
- 18 Dale Jarrett, 163
- 19 Jim Paschal, 149
- 20 James Hylton, 140
- 21 Bobby Isaac, 134
- 21 Tony Stewart, 134
- 23 Harry Gant, 123
- 24 Herb Thomas, 122
- 25 Junior Johnson, 121
- 26 Jeff Burton, 119
- 27 Bobby Labonte, 114
- 28 Rex White, 110
- 29 Jimmie Johnson, 106
- 29 Joe Weatherly, 105
- 30 Tim Flock, 102

As usual, these statistics are presented courtesy of

JAYSKI'S®
SILLY SEASON SITE

If you haven't already done so, you need to take a look at this site...it's one of the most exhaustive collection of NASCAR statics data I've ever encountered!

And, finally, with Talladega still fresh in our minds, consider this:

Sprint Cup races where winner led last lap only (since 2000); Talladega: #09-Brad Keselowski; 2nd was #88-Dale Earnhardt Jr. [#99-Edwards was passed but wrecked], 4/26/2009 Talladega: #24-Jeff Gordon; 2nd was #48-Jimmie Johnson, 10-7-2007 Texas: #31-Jeff Burton; 2nd: #17-Matt Kenseth, 4/2007 Las Vegas: #48-Jimmie Johnson; 2nd: #17-Kenseth, 3/2006 Homestead: #18-Bobby Labonte; 2nd: #29-Kevin Harvick, 11/2003 Darlington: #32-Ricky Craven; 2nd: #97-Kurt Busch, 3/16/2003 (4-26-2009)

Visit our website (www.villagesracingclub.com)

Odds and Ends...

Many of our loyal readers send me little tid bits from time to time about various forms of racing, and most of them are quite interesting. So, I'd like to share them with you, beginning this month with an "Odds and Ends" column with intriguing little bits of wisdom.

Here's the first, and it comes from a gentleman who joined our group on its recent visit to Gainesville for the Gatornationals. Those of you who were on that trip probably acquired a new perspective on pure speed, so here's yet another perspective on where the speed comes from...acceleration. Many thanks to Mike Scott for contributing this gem.

Acceleration Explained

- * One Top Fuel dragster outfitted with a 500 cubic-inch replica Dodge (actually Keith Black, etc) Hemi engine makes more horsepower (8,000 HP) than the first 4 rows at NASCAR's Daytona 500.
- * Under full throttle, a dragster engine will consume 11.2 gallons of nitro methane per second; a fully loaded Boeing 747 consumes jet fuel at the same rate but with 25% less energy being produced.
- * A stock Dodge Hemi V8 engine cannot produce enough power to merely drive the dragster's supercharger.
- * With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lockup at full throttle.
- * At the stoichio metric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.
- * Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
- * Dual magnetos supply 44 amps to each spark plug. Which is typically the output of an electric arc welder in each cylinder.
- * Spark plug electrodes are totally consumed during a pass. After 1/2 way thru the run, the engine is 'dieseling' from compression and the glow of the exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.
- * If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with enough sufficient force to blow the cylinder heads off the block in pieces or split the block in half !!
- * Dragsters reach over 300 MPH +... before you have completed reading this sentence.
- * In order to exceed 300 MPH in 4.5 seconds, a dragster must accelerate an average of over 4 G's. In order to reach 200 MPH well before reaching half-track, at launch the acceleration approaches 8 G's.
- * Top Fuel engines turn approximately 540 revolutions from light to light!
- * Including the burnout, the engine must only survive 900 revolutions under load.
- * The redline is actually quite high at 9500 RPM.
- * **THE BOTTOM LINE:** Assuming all the equipment is paid for, the pit crew is working for free, & **NOTHING BLOWS UP**, each run will cost an estimated \$1,000 per second.
- 0 to 100 MPH in .8 seconds (the first 60 feet of the run)
- 0 to 200 MPH in 2.2 seconds (the first 350 feet of the run)
- 6 g-forces at the starting line (nothing accelerates faster on land)
- 6 negative g-forces upon deployment of twin 'chutes at 300 MPH

(Continued on page 7)

Odds and Ends...(continued)

Acceleration Explained (continued from page 6)

An NHRA Top Fuel Dragster accelerates quicker than any other land vehicle on earth . . quicker than a jet fighter plane . . . quicker than the space shuttle....or snapping your fingers !!

The current Top Fuel dragster elapsed time record is 4.420 seconds for the quarter-mile (2004, Doug Kalitta). The top speed record is 337.58 MPH as measured over the last 66' of the run (2005, Tony Schumacher).

Let's now put this all into perspective:

Imagine this.....You are driving a new \$140,000 Lingenfelter twin-turbo powered Corvette Z-06. Over a mile up the road, a Top Fuel dragster is staged & ready to 'launch' down a quarter-mile s trip as you pass. You have the advantage of a flying start. You run the 'Vette hard, on up through the gears and blast across the starting line & pass the dragster at an honest 200 MPH.... The 'tree' goes green for both of you at that exact moment.

The dragster departs & starts after you. You keep your foot buried hard to the floor, and suddenly you hear an incredibly brutally screaming whine that sears and pummels your eardrums & within a mere 3 seconds the dragster effortlessly catches & passes you. He beats you to the finish line, a quarter-mile away from where you just passed him. Think about it - from a standing start, the dragster had spotted you 200 MPH.....and it not only caught, but nearly blasted you off the planet when he passed you within a mere 1320 foot long race !!!!

That, my friends.....is acceleration.

Thanks to Mike Scott for contributing this!

A Peaceful Drive

And here's one from a former colleague at a Pennsylvania law firm where, a long time ago, I worked. It contains a link to a video clip that I would encourage you to paste into your web browser, turn up your volume, strap yourself in, and pretend you're heading out to Colony Cottage! Here goes...

On an August morning in 1978, French filmmaker Claude Lelouch mounted a gyro-stabilized camera to the bumper of a Ferrari 275 GTB and had a friend, a professional Formula 1 racer, drive at breakneck speed through the heart of Paris early in the morning. The film was limited for technical reasons to 10 minutes; the course was from Porte Dauphine, through the Louvre, to the Basilica of Sacre Coeur.

No streets were closed, for Lelouch was unable to obtain a permit.

The driver completed the course in about 9 minutes, reaching nearly 140 MPH in some stretches. The footage reveals him running real red lights, nearly hitting real pedestrians, and driving the wrong way up real one-way streets.

Upon showing the film in public for the first time, Lelouch was arrested. He has never revealed the identity of the driver, and the film went underground. Turn on your sound and enjoy...

<http://www.youtube.com/watch?v=VqHrCLt3Geo>

Thanks to Jeffrey Franklin, Esq. for contributing this one!

The article shown below was published in the June 9 edition of the Sumter Express, and is reprinted here with permission of the author (me).

A Proud Poppa Visits Sumter County!

Maybe it wasn't exactly Fathers Day, but from the look on racing legend Emil "Buzzie" Reutimann's face and the spring in his step, you'd have thought it was! On Wednesday, May 27, Buzzie traveled up to The Villages to share the excitement over his son David's startling and strategic win in the NASCAR Sprint Cup Coca Cola 600 event last Monday in Charlotte. It was more than a dream come true for Buzzie...it was the best moment so far in what sports historians recognize as one of the most enduring three-generation motor racing families in the sport. At age 68, Buzzie continues to be recognized as a formidable competitor in the dirt track ranks, following in the footsteps of an equally legendary father who dominated local racing decades ago.

But 39-year-old son David has taken the Reutimann name to even greater heights as his career in NASCAR's highest level of competition has matured. Driving for Michael Waltrip Racing, David has emerged this year as what sports writers are calling the team's "franchise driver", and insiders were convinced a win on the cup circuit---where all wins are considered major achievements---was in sight for David and his team. And it happened Monday afternoon, when the team took a major gamble, resisting the urge to pit when the caution flag was thrown for another in a series of rain showers. Staying out on the track put Reutimann in the lead, the shower turned into a steady rain event, and the rest is history. After 75 Cup events, the Reutimann name joined the list of 176 winners on the sports highest level.



Was Buzzie excited? If you had the opportunity to watch the television coverage of the event when the winner announced, you'd have seen a man with absolute elation on his face. The announcement came after over two hours of waiting in the rain while NASCAR and track officials pondered the decision, but the Reutimanns' spirit certainly wasn't dampened. Buzzie shared a part of the conversation he had with David during the vigil, while he and David stood by the car looking up at the rain. "I suggested he at least get under cover," Buzzie said, "but David's superstitious, and he said that as long as he kept leaning on the car, it will keep raining!"

And so, history was made, and Buzzie Reutimann returned to his home in Zephyrhills a proud dad with an early Fathers Day present. Waxing philosophical, Buzzie observed that this was the first time in NASCAR history that a car with the number "00" has won a Cup-level event. Buzzie and his father also campaigned under the number "00", so having this "family number" become a part of racing history added immeasurably to his joy.

By the way...at age 68, Buzzie is still a winning driver. With a feature win earlier this year at East Bay Speedway in Tampa, and four top-five finishes in feature competition, he's still tearing 'em up! As they say, I guess it's in the genes.

