



The Villages Motor Racing Fan Club

Pit Report

July, 2011

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Lee's Rat Rod...What a Machine!

June 1—The parking lot at Colony Cottage Rec Center had a new feature on June 1—at least for a few hours. Parked directly in front of the main entrance was an especially glorious piece of hardware—Lee Krauss's famous "Rat Rod." Krauss, of Bushnell, Florida paid the club a visit to show off his contribution to the world of rat rodding, his 1949 International truck. Lee shared the path he took from first finding the



Lee Krauss proudly shows off his 1949 International "Rat Rod"

truck in a junk yard in Floral City, to the many hours he spent in his garage (Bushnell Paint and Body) rebuilding the machine, to the magnificent pictured above and at bottom right. Lee amused the crowd at the meeting with his stories of assembling the components onto a 1954 Chevrolet Air Ride chassis, the search for opportunities to add patina to what would become a work of personal art, to his relationship and friendship with "Big Daddy" Don Garlits. He reported that one of the more frequent questions he fields at car shows, though, goes like this: "If you own a paint and body shop, why don't you paint it?" Whoever asks this question completely misses the point of "rat rodding," we suppose!



Lee Krauss explains the finer points of rat rodding (Left); The magnificent vehicle created quite a stir at Colony Cottage! (Right)

Meet Amanda Ferguson at Our July 6 Meeting

Amanda Lynn Ferguson, our 2011 scholarship winner, will be the guest speaker at our July 6 meeting. Amanda graduated from East Ridge High School in Clermont this year and, by virtue of her dual-enrollment status during her senior year, has already completed her freshman year at Lake-Sumter Community College. Her plan is to complete her AA at Lake-Sumter, and then continue at University of Central Florida in pursuit of a BS in Mechanical Engineering. Her even longer-range plan is to

earn a MS in Mechanical Engineering, with an overall objective of applying these credentials in the motorsports industry. Amanda is already an accomplished race car driver, having competed in Quarter Midgets, several levels of Sprint cars, and Super Late Models, along with a stint in the Lynn St. James Driver Development Program. You won't want to miss this opportunity to hear her goals and her experiences, and maybe some good old racing stories!



Cale Gale Shines at MIS

June 17—Kevin Harvick Incorporated driver Cale Gale put on a great show June 17 in the RainEater Wiper Blades 200 ARCA event at Michigan International Speedway. Starting from the pole in the KHI/Rheem No. 33 Chevrolet, Gale was a dominant force in the 100-lap event, leading 64 laps and at times building what appeared to be an insurmountable lead. It all came to naught, though, on lap 96, when he blew a right front tire and crashed hard, ending what was promising to be a great finish for the 26 year old Mobile, Alabama native.

Gale, in his first ARCA start since August 2007, set a new MIS track record in capturing the pole with a lap of 189.623 that eclipsed the previous track record of 188.21 set in 2004 by Justin Hobgood. Gale had made six previous starts in the ARCA

series, with all six ending in top 10 finishes. In July 2006, he won the ARCA event at Gateway International Raceway.

Gale is in a development position with KHI, preparing for what is anticipated to be further starts in NASCAR events. So far in his career, he's competed in 25 NASCAR Nationwide events (capturing a pole at Bristol in 2008) and seven Camping World Truck Series events, dating back to 2006.

Many of you may recall that Gale has driven our club car—Dick Anderson's famed No. 92—on occasion, most recently at New Smyrna Speedweeks in 2009. Several of us had the opportunity to meet this talented driver in the pits at New Smyrna, and were impressed with his demeanor and his obvious talent. And, who knows...you may see him drive our club car again at some point

in the future! You can follow his progress at <http://www.rheem-racing.com/calegale.shtm>.



top photo, Cale Gale tends to some last minute tweaking of the No. 92. In lower photo, (L to R) Glen Carter, Cale Gale, Dick Anderson, and Matt Bowers smile



Welcome, New Members



At our June meeting we welcomed these four new members to our group: (Clockwise from left) Migri Lyons, Donald Lyons, Jon Neville, and Erik Karlsson. Be sure to look them up at a future meeting and engage them in a chat about racing!

June 18—A Great Night at Speedway Park

June 18—Our club trip over to Speedway Park was another great event—we saw our two sponsored drivers (Nic Fernandez and Aiden Turman) turn in fantastic performances carrying our club logo. Six year-old Aiden, competing in the Novice Class, finished 2nd in both of his heat races, then won his feature event. Nine year-old Nic dominated his feature race after winning both of his heat races. Both exhibited tremendous command of the tricky Speedway Park oval.

This was our first sponsorship venture with Aiden, who has now become the 17th race car driver to carry our club logo. Both of these youngsters continue to develop as race car drivers and

as quality individuals, and we continue to be impressed as we watch them in action.

Here's a group shot of the event, with Nic (left) and Aiden (right)...



Special Events Roundup



Next up...Daytona! We have a few members heading over as part of the Lake Limo trip to catch the Coke Zero 400 trip. Should be another great night of racing! In the meantime, our Radio Controlled Model Car Racing program is continuing to take shape; several practice sessions have been held, and a committee has been formed to oversee the development of rules and procedures for the next step—the actual competition. As of this writing, we have roughly 15 cars in the field...that is, 15 “boys with new toys!”

Hope to see you all at the July 6 meeting. It will be a great night, with our 2011 Scholarship Winner Amanda Ferguson on hand, as well as a visit from our friends from Zephyrhills—the Reutimanns.

Wendy

Date/Event	Event Details
Saturday, July 2 Daytona International Speedway	Coke Zero 400. We're again working through Lake Limo for this trip, with an announced package price ranging from \$91 to \$139. Call Aimee @ 742-2808 for details...this trip is open to the general public. (See flyers on our club website's "Schedule" page for details).
Thursday, July 7 Camp Boggy Creek, Eustis	A contingent from the club will be traveling to Camp Boggy Creek in Eustis to make the “official” presentation of our contribution. The carpool will depart Laurel Manor at 10:30 am...let either Wendy or Gerry know if you're joining us.
Monday, July 11 Odell Rec Center	Our club is invited to join the Villages' Antique Automobile Club of America for their regular July meeting. Featured speaker will be Eileen Daniels, recognized nationally as the “Godmother of NHRA.” Check the schedule page of our website for a bio on Ms. Daniels, and email Harry Miller if attending at: Harryel-sucio@Earthlink.net if interested in attending.
Friday, July 15 La Hacienda Rec Center	A volunteer group from the club will be assisting in the operation of Camp Villages' Radio Controlled Model Car Racing event. Volunteers will be assisting in judging the races, serving as pit crew members, etc. Call Gerry if you want to join in the fun!
November 10-13 March 1-4 Orlando Speedworld	The Daytona Antique Auto Racing Association (DAAARA) will conduct their 2011 & 2012 U.S. Vintage Oval Track Nationals at Orlando Speedworld, Bithlo. Contact DAARA at 321-439-3813 for details.
November, 2011 Zephyrhills	Annual David Reutimann Foundation Golf Tournament, Charity Auction, and Bar-B-Que. Details to follow.
Sunday, December 11 Colony Cottage	Fifth Annual Club Holiday Hall of Night and Awards Night
February, 2012 Daytona International Speedway	Lake Limo will be running busses to the Bud Shootout (Feb.18), the Gatorade Duel (Feb. 23), the Camping World Truck Series event (Feb . 24), and the Daytona 500 (Feb. 26). Call Lake Limo at 352-742-2808 for details.

R/C Car Racing...We're Getting Serious About This!

Interest continues to build in the start-up of our club's Radio Controlled Car Racing Program, with about a dozen members having now acquired the Duratrax Evader standard car. Our June 8 "demo night" at Colony Cottage gave club members (and a fair number of spectators) a chance to see the cars in action, and also gave the "rookie" drivers in the group a chance to work on their driving skills (the conclusion, by the way, is that much more practice is in order!).



(Left) The standard Duratrax Evader; (Right) Buster Burt's Legends Body on an Evader Chassis



Local Racing Corner

Here are the web addresses for these local (and relatively local) tracks. Within each website, you can browse to a "Schedule" page to see what shows they have planned for the month.



<http://originalspeedwaypark.com>



<http://www.ocalaspeedway.com>



<http://www.ocalamicrospeedway.com>



<http://www.citruscountyspeedway.com>



<http://newsmyrnaspeedway.org>



<http://orlandospeedworld.org>



<http://thevolusiaspeedway.com>



<http://auburndaleracing.com>



<http://www.eastbayracewaypark.com>

Father's Day With Buzzie and David!

June 18—As part of its June 18 Cup race preview, Michael Waltrip Racing posted an interesting recap of the “Double Zero” and David Reutimann’s perspectives going into the event. The posting also included several excerpts from an interview with David on his thoughts concerning Fathers Day and his dad, club favorite Buzzie Reutimann.

With permission from Michael Waltrip Racing, we’ve reprinted portions of this posting for your review.

IS YOUR FATHER BUZZIE GOING TO BE IN MICHIGAN FOR FATHER’S DAY? “No. He was thinking about it, but then he checked the Ocala (Fla.) Speedway schedule and saw that there’s a race that pays \$1,000 to win, so he changed his plans and told me he is going racing. I think that’s great



though. We spend a lot of time together at the racetrack, so really most weekends are like Father’s Day to us. I mean, he’s 70 years old now, if the old man wants to go racing that’s where I want him to be too. I tell him if he’s going to miss Father’s Day to go racing he better bring back the hardware! Actually since he’s driving for me I tell him he better bring me back a check or trophy anytime he goes out. I expect wins in the cars that I build for him.”

WHO IS THE BETTER DRIVER—YOU OR BUZZIE? “My Dad is by far the better driver. Any time he walks through the gate to the garage I know that he’s the best driver there. I don’t care if it’s at East Bay or Ocala down in Florida or the NASCAR garage—when he walks in there is no one better. He

has over 1,200 documented race wins in his career. He didn’t always have the best equipment like he does now, but he taught me how to take care of my car and get the most out of it. I didn’t idolize guys like Richard Petty or David Pearson when I was growing up—I idolized my Dad. Buzzie Reutimann was and is my idol.”

BUZZIE REUTIMANN ON HIS RELATIONSHIP WITH DAVID: “We aren’t like most people. We don’t hunt, we don’t fish, we don’t golf and we’ve never been to a baseball game or played catch. We race! We always have. We’ve traveled up and down the East Coast, raced against each other, slept at rest areas when we didn’t have enough for a hotel after a tough race. We spend more time together than any father and son I know. I wouldn’t change one thing. We give each other a hard time any chance we get, but we have a great relationship.”

Buzzie and David’s NASCAR spotter Shawn Reutimann are expected to visit at our July 6 meeting.

News & Notes from Members

As we’ve discovered from time-to-time, there is a tremendous wealth of racing history among club members, particularly with respect to the “good old days.” Bill Tharp and I often reminisce about the tracks in Southeastern Pennsylvania and New Jersey, and about the vintage flat head days or racing and the era in which racing was an affordable hobby for just about everyone with an interest.

Along this line, Bill recently dug out some photos from the 1950s showing a car built by his family and raced at New Egypt Speedway in Southern New Jersey. The car, pictured at right, was a two-door 1936 Ford Cabriolet convertible, complete with a rumble seat. The car was driven

by his nephew, Fred Schmitt, who started his racing career at age 18 as a high school senior in Allentown, New Jersey. Fred raced the car (the number 123) weekly at New Egypt and other nearby tracks for about three years, the latter part of which was during his Boot Camp years at Fort Dix.

Bill recalls that building the car was a true family affair. One of the family members was a welder who took care of building the

roll cage and a sheet metal roof, while Bill’s mother for designed and sewed yellow and black shirts for the entire race team. The Schmitt family tested the car on their own track, an oval they built on their New Jersey farm.

Bill recalls towing the car to the track using a Nash Rambler, with a tow rig built by the family’s resident welder.

Bill’s story is good example of what many consider the “golden days” of stock car racing!



Jim Carter Captures First Leg of Prediction Row!

By picking Carl Edwards to win the NASCAR Cup event at Kansas, Jim Carter made a dramatic leap into first place to capture the initial segment of 2011 Prediction Row. Carter vaulted past Gary Civiletti and Al Stone to capture the title, with all three of these predictors securing their spots for the Chase Round. Connie Scalzitti, Dave Colbert, and Dave Bockman wound up in 4th through 6th positions in a contest that saw a mere nine-point separation from top to bottom.

In the 13 races comprising the first leg, our team of forecasters twice predicted the winner, with three separate predictors naming the winner. Carter had the highest average number of points earned per race (4.76 out of 6 possible), only one time in the 13 races falling into last place.



Prediction Row Round 1
Winner—Jim Carter

Segment two began June 12 at Pocono, and will continue through race number 26 (September 10, Richmond). With two road courses, two super speedways, two short tracks, and seven intermediate tracks, this segment will tax the analytical skills of our predictors.

This mix of tracks somewhat offsets the advantage they have over segment one's predictors, who went into the season unsure of how the various teams would jell after the off season (and, of course, after the silly season).

Prediction Row Administrator Silky Meegan notes that the final 10 races (a.k.a., The Chase) will kick off September 18 at Chicago and end with the November 20 event at Homestead-Miami. The top 3 predictors from the first and second legs will go head-to-head in the final 10 events, applying their skills and knowledge in an all-out grab for the 2011 title. Like the Sprint Cup race itself, our Prediction Row promises to go down to the wire!

DAARA Announces Vintage Nationals

The Daytona Antique Auto Racing Association (DAARA) has announced their two upcoming major events—the U.S. Vintage Oval Track Nationals at Orlando Speedworld in November, 2011 and March, 2012. The events will feature a variety of historic race car displays, as well as some serious on-track competition in midgets, sprints, modifieds, super modifieds, and V8 stock cars, with well over 100 vintage classics on display. Grandstand admission for both events is free, although there is a \$35 fee for a pit pass (good for all four days of the show). Parking and camping on Orlando Speedworld's grounds is free, and the racing action takes place each day from 10:00 am to 4:00 pm.

For more information, contact DAARA at daararacing@yahoo.com or call 321-439-3813.

DAARA PRESENTS THE
U.S. VINTAGE OVAL TRACK NATIONALS

ORLANDO SPEEDWORLD
<http://orlandospeedworld.org/>

FALL NATIONALS
NOVEMBER 10-13, 2011

FLATHEAD MIDGET
OVERHEAD MIDGET
UNCAGED SPRINT
CAGED SPRINT

SPONSORED BY
**Americas
GENERATORS**
www.gopower.com

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MARCH 1-4, 2012

SUPER MODIFIED
V8 STOCK CARS
MODIFIED STOCK CARS
SPEEDSTERS

No Race Car Entry Fee—4 Day Pit Pass \$35
Driver & Owner Must be DAARA Member—
Racing 10-4 Daily —Free Parking & Camping

DAARA CONTACT INFORMATION
www.daararacing.com or Email daararacing@yahoo.com
(321)-439-3813 or (239)-910-1650

Your Pit Crew

Gerry Hafer, President (751-3643)
 Mike Touchette, Vice President (430-0239)
 Silky Meegan, Corresponding Secretary (259-2029)
 Gerry Greim, Recording Secretary (215-630-1402)
 Tom Horrmann, Treasurer/Official Photographer (430-0195)
 Wendy Touchette, Special Events (430-0239)
 Bob & Camille Sherman, Membership (751-1771)
 Dave Bockman, Member at Large (751-0381)
 Wayne Nolan, Member at Large (750-9082)
 Buster Burt, Technical Consulting (751-4643)
 Dave Colbert, Technical Planning (408-3712)
 Peter Tetrault, Member at Large (205-8503)
 Glen Carter, Immediate Past President (751-6442)

World of Outlaws Defined?

Several newsletters ago, we raised a question about how the "World of Outlaws" originally got its name. Several Google and Bing searches did not yield any conclusions, nor did many conversations with racing enthusiasts around the motorsports world. At last, we think we may have stumbled on a credible answer to the question. In reading a book my wife bought me for Christmas—**Tommy Hinnershitz: The Life and Times of an Auto Racing Legend**—I came across a passage describing the American Automobile Association's tight-fisted control of auto racing in the U.S., and their persistent setting of burdensome and often trivial rules intended to keep this control. According to the historian who wrote this book, it all came to a head in 1914 when AAA balked at sanctioning a race at the Michigan State Fairgrounds because a Midget race had been run there previously without AAA's permission. The promoters who wanted the Michigan race were upset, and subsequently joined forces with other promoters to form their own sanctioning body—International Motor Contest Association (IMCA)—and went ahead with the event. AAA proclaimed IMCA and anyone associated with IMCA to be "outlaws," and the name stuck. IMCA, and many of the Sprint Car series that grew from that point forward, kept the term alive, achieving much more success than they probably would have under AAA's rule. AAA disappeared from auto racing in 1956, and IMCA is alive, well, and prospering to this day! So there you have it (maybe)!



NASCAR Trivia...

Here's are some statistical items that you may have wondered about from time-to-time. Well, probably not, but in the interest of keeping all of you well informed about what goes on in the world of NASCAR, here they are anyway:

- Most of us have an idea who has the most wins in NASCAR Cup events, but how about the most runner-up positions? Here are the top 20...

- 1 Richard Petty (157)
- 2 David Pearson (89)
- 3 Bobby Allison (87)
- 4 Dale Earnhardt (70)
- 5 Mark Martin (60)
- 6 Jeff Gordon (59)
- 7 Cale Yarborough (59)
- 8 Darrell Waltrip (58)
- 9 Buck Baker (56)
- 10 Lee Petty (48)
- 11 Buddy Baker (42)
- 12 Terry Labonte (42)
- 13 Rusty Wallace (42)
- 14 Tony Stewart (39)
- 15 Bobby Isaac (37)
- 16 Ned Jarrett (37)
- 17 Harry Gant (35)
- 18 Jim Paschal (34)
- 19 Dale Jarrett (32)
- 20 Jimmie Johnson (31)

And, how about drivers who have won a points-paying race on their birthday? There have only been two in NASCAR history: Cale Yarborough did it twice (1977 at North Wilkesboro and 1983 at Atlanta), and Kyle Busch accomplished it at Richmond in 2009.

Finally, and here's something you don't often think about, which pair of NASCAR drivers have had the most 1-2 finishes in Cup competition? Answer: Richard Petty and David Pearson (Pearson won 33 of them, Petty 29).

(Statistics courtesy of Jayski, used with ESPN permission)

