



The Villages Motor Racing Fan Club

Pit Report

July—2015

Next *Regular* Meeting—Wednesday, August 5, 2015

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"BrewCrew Racing" Pays Us a Visit



July 1— Compared to our June meeting, it could be viewed as a study in contrasts. Last time around, we had the seasoned veteran, David Rogers, sharing a lifetime of racing accomplishments and looking back on a career that is the envy of many short track competitors. This month, we heard from a combination of both ex-

perience and youthful racing passion, all in the form of Mike and Kenny Brewer from BrewCrew Racing.

The BrewCrew team has recently set up shop here in Central Florida after achieving success out west in New Mexico and Arizona. Mike Brewer, patriarch of the team, began the discussion of BrewCrew's early years, from his start in dirt bikes in the early 1980s and his first race in the "Oh My God 100," to his brief entry into stock cars and then to sprint cars. His 10th place finish in a field of 24 sprint cars told him that was the place for him.

Mike shared his World of Outlaws experience (he made the A Feature in both of his first WoO events, collecting a massive \$450 purse in each!) From there, he ventured to the fast half mile Manzanita Raceway in Phoenix, Az., where he had the opportunity to put into play many of the tips he'd received from the likes of Al Unser Jr. and the crew of Johnny Herrera. He shared a fascinating story of his orientation to Manzanita (ask him to tell you the story of the \$2 dollar/dog bone instruction).

In 1992, he made a decision to move to a winged sprint, a move with favorable economics and the opportunity to continue to compete. He added Mini Sprint racing to his resume in 1994, and went on to earn the New Mexico Mini Sprint Championship in 2009, driving a Hyper Racing Mini Sprint. Mike turned the podium over at this point to son Kenny for a recap of the rest of the BrewCrew story. (cont'd page 2)



“BrewCrew Racing” Pays Us a Visit (cont'd)

25-year old Kenny Brewer took over the podium at this point and gave us an in-depth slide show of Mini Sprint details. Kenny reports that although somewhat smaller in stature, this class of car tends to be extremely powerful, with a top speed of about 110 mph, revving at 15,000 rpm, compared to a sprint car motor that revs at about 9,200 rpm.

Kenny traced his racing history, from his first dirt bike at age 6, to his first Quarter Midget event at age 9, to his first Mini Sprint paved track race at age 14. Incidentally, he scored a win in his very first Mini Sprint event.

At age 18, Kenny moved to dirt track Mini Sprint racing, winning in his second time out. In 2010 and 2011, he followed in dad Mike's footsteps by being named New Mexico Mini Sprint Champion. In fact, in 2011, driving a Hyper Chassis 15, Kenny recorded the most wins in the country in that type of car. Another milestone that year was his earning a spot in “A” Feature at the Tulsa Shootout, the largest event in the country for cars of this class.

Kenny also shared his experiences with martial arts, Tai Kwon Do specifically, where he earned his Black Belt, mastering three different styles. He reports that this training has helped him tremendously in racing, improving his ability to focus on the track.

Here are a few action shots of the “Brew Crew” including one (bottom right) of them at the 7/1 meeting...



July Pre-Meeting Cookout...Fun for All!

July 1—About 50 club members braved the July heat and joined us for a cookout preceding the July meeting. With Mike Anderson and Gary Civiletti handling the cooking chores, and a solid team of club members crewing the event, all of us enjoyed a great time of camaraderie before our regular monthly get together.

The event was made special by a Mini Sprint clinic put on between the meal and the formal meeting by Kenny and Mike Brewer. With two cars on display, these two experienced racers gave us an in-depth review of the composition of this class of race car, demonstrating the variety of in-car adjustments available to enhance performance and discussing the various set-up tasks that go into preparing a competitive racing machine.

Both Kenny and Mike fielded a number of specific questions, later commenting that it was gratifying to be able to speak to a group who knew a lot about racing. Team Crew Chief (maybe Team Owner's a better term?) Cheryl Brewer also handled several questions about the management of the myriad logistics that go into operating a race team. Perhaps one of the most-discussed topics was Kenny's recent racing accident at North Florida Speedway and his progress toward recovery.

Overall, despite the intense heat and the total absence of cloud cover, all participants expressed a vote of appreciation for the event and for the Brewers' thoughtful presentation.

Here are a few photos capturing the spirit of the event...



Kenny, Mike, and Cheryl Brewer



Chef Mike Anderson

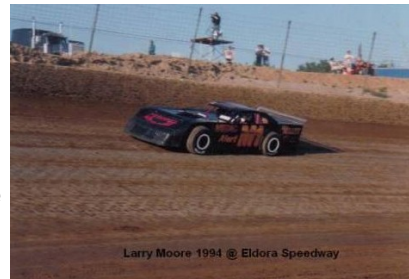


The Hungry Crowd

New Additions to Upcoming Speaker List

Last month, we previewed the August through December schedule of meeting speakers, and since that last edition we've added one major speaker to our schedule, along with the tentative addition of a bright, rising star on Florida's stock car racing circuit. Here are the details:

- Our October meeting, already featuring noted author and racing historian Ford Easton, has been broadened to include an appearance from a decorated veteran dirt track stock car racer, Larry Moore. Moore is a multiple winner of the most prestigious dirt late model event in the U.S.—the World 100 at Eldora Speedway—as well as the 1987 winner of the Dirt Track World Championship at West Virginia's Pennsboro Speedway. Often regarded as one of the greatest dirt racers in history, Larry Moore's career was recently showcased in a colorful biography titled "On Top of The World."
- Our December meeting, the ground-breaking "Ladies Night" event featuring "the rest of the story" as delivered by the wives of several celebrated racing veterans, has been expanded to include **(tentatively)** a visit from one of Central Florida's up-and-coming racing personalities, 18-year old Brooke Storer from Zephyrhills, Florida. Brooke is a Late Model and Sportsman driver who's been steadily making a name for herself at several local tracks, including our local venue, Citrus County Speedway. We note this as a tentative visit, depending on Brooke's Snowball Derby logistics...the Derby event begins later that week. If she can't make it then, we'll see her at a future meeting, as well as at the track!



Mike Roland Photo, courtesy of www.dirtfans.com



Camp Villages—Another One in the Books!

July 9—For the fifth straight year, our club hosted a group of young racing enthusiasts as part of Camp Villages, the premier summer activity for visiting grandkids. It was another "labor of love" for our group of volunteers, headed by Gary Civiletti, Darren Ivey, and Don Day with Bob and Janine Woodsford handling the critical car set-up and pit duties.

The competition again was fierce, with an entirely new fleet of R/C cars supplied by The Villages, and with 17 future motorsports stars eager to take to the track.

When the final checkered flag flew, it was the trio of smooth drivers shown below that took home the gold.

Project Coordinator Civiletti was well-pleased with the event, calling it "one of our best ever!" From the smiles of the racers and the comments from the grandparents, this was pretty obvious. Club member Ron Pearce provided the shots from the day's event. His full gallery of photos is available for review here: <http://www.smugmug.com/gallery/n-gr8SB8>.



Club Contingent Visits the July 3 Living Legends of Auto Racing Summer Car and Autograph Show

July 3—Acting on insider information, several of us made a trip over to South Daytona on Friday, July 3 to take part in the Living Legends of Auto Racing event at the Sunshine Park Mall. Our insider information was that club “Godfather” Dick Anderson was scheduled to be a participant in the festivities, along with Hall of Famer Bobby Brack and several of our Hall of Fame candidates for the class of 2015. Dick and Bobby were, in fact, two of the main attractions, and our visit ended up being quite fruitful. We renewed many old acquaintances while at the same time making some new ones which, of course, translates to future speakers for our regular meetings. Among the “Living Legends” who have agreed to join us at a future meeting are: Larry Moore (see page 3 of this newsletter), Former NASCAR driver and Daytona winner Greg Sacks, NASCAR Historian Buzz McKim, and former NASCAR Official Alan Sheppard. We just need to work out agreeable dates, so stay tuned.

This is an event that we’ll pencil into our schedule for next year...it was well worth the trip over! Here are a few photos of the day’s activity...

Living Legends of Auto Racing
Presents our,
Summer Car and Autograph Show
Friday, July 3, 2015 10:00 AM — 3:00 PM
Sunshine Park Mall,
2400 S. Ridgewood Ave, South Daytona, Florida

15 Race Cars Will Be On Display



Come out and spend a few hours of old fashioned fun! Meet some of our Living Legends
Ronnie Rosato, Pal Parker, Vicki Wood, Yolanda Sheridan, Bill Wimble, Eddie Spurling, Ernie Saxton, Dave Dion, Jack Anderson, Joe Mihalic, Dicky Anderson, Dick Passwater, Bobby Brack, Ralph Johnson, Ronnie Rhon, Eddie MacDonald and The 1985 Firecracker 400 Winner, Greg Sacks.



Clockwise from top left: Larry Moore & Gerry; Glen and Gerry with Ford Easton, Bil Wimble, and Larry Moore; Cars on display; Dave Dion (bottom left)

Prediction Row—2015 Edition



Over halfway into our Summer Segment, it looks like things are shaping up to be a squeaker as our panel of predictors (a.k.a. motorsports experts) are packed reasonably close together. After the Brickyard, those temporarily below the “cut line” are within shouting distance of the top three, although if Bob Woodsford decides to stick with Kyle Busch, he should be solidifying his position.

So far in the Summer Segment, 7 winning predictions is sort of comparable to the record put together by the Spring Segment predictors, although that naturally could change as the schedule moves to Pocono, Watkins Glen, Michigan, Bristol, Darlington, and Richmond. And with NASCAR throwing curve balls with new, track specific rules packages, anything goes. The big question, of course, on everybody’s mind at this point is: Will the 18 make the Chase? The way he’s been running, it would seem logical to make him the favorite, wouldn’t you think?

Summer Segment Current Standings		
Predictor	Points	Wins
Don Day	240	2
Tina Ivey	230	2
Bob Woodsford	250	1
Wendy Touchette	241	1
John Kitowicz	203	1
Dave Monahan	184	0

Local Racing Corner

As we’ve mentioned quite a few times in the past, these tracks represent the local roots of racing and they need our support! If you’ve been to an event at any of these tracks recently, you’ll no doubt agree that attendance is down. Car counts are down as well, and it’s easy to see that either of these facts represents a cause-and-effect situation. If the cars don’t come, neither will the fans, and it’s becoming a downward spiral that can only lead to the closing of tracks here in Central Florida. We’ve already lost two this year (Columbia and Putnam County), and our “home track” (Citrus County Speedway) seems to be in trouble. Most of the others are struggling. So, let’s do our part to keep the sport alive! These tracks are where the future big-league drivers cut their teeth, and they need us in the stands. Remember...without these tracks, there’d be no NASCAR!

Track	Location	Telephone	Web Contact
Auburndale Speedway	Winter Haven	863-551-1131	Auburndaleracing.com
Bronson Speedway	Archer	352-486-4998	Bronsonspeedway.net
Bubba Raceway Park	Ocala (Zuber)	352-622-9400	Bubbaracewaypark.com
Citrus County Speedway	Inverness	352-726-9339	Citruscountyspeedway.com
Desoto Speedway	Bradenton	941-748-3171	Desotospeedway.com
East Bay Raceway Park	Tampa (Gibson)	813-677-7223	Eastbayracewaypark.com
Marion County Speedway	Ocala	352-812-3922	Marioncountyspeedway.com
New Smyrna Speedway	Samsula	386-427-4129	Newsmyrnaspeedway.org
Original Speedway Park	Fruitland Park	352-348-4336	Speedwaypark.biz
Orlando Speedworld	Bithlo	407-568-1367	Orlandospeedworld.org
Putnam County Speedway	Satsuma	386-649-6969	Putnamcountyspeedway.org
Showtime Speedway	Pinellas Park	727-561-9646	Showtimespeedway.us
Three Palms Speedway	Punta Gorda	941-444-9461	Threepalmsspeedway.com
Volusia Speedway Park	De Leon Springs	386-985-4402	Sportsvolusia.com

Citrus County Speedway Re-opens

July 18—After several months of inactivity, Citrus County Speedway—our “home track”—came alive again on Saturday, July 18 with a pretty good show. Showcasing the program for the night was the Fast-truck series, with 18 entered in the feature event. This was a highly competitive race, with Lakeland’s Becca Monopoli unsuccessfully dogging Hillard’s Rodney Haddock over the closing 10 laps, only to fall short after a late-race restart.

The night’s racing card also included Sportsman, Street Stocks, Mod Mini Stocks, Mini Stocks, and Pure Stocks, along with several AKC go-kart events. In the Sportsman feature, Brooke Storer led the first 10 laps, finishing a solid 4th.

All-in-all, it was a successful return to action for Citrus County Speedway, with more than 70 cars signed in. Promoter Gary Laplant reports that there are two events presently scheduled for August (8/1 and 8/8, and plans are to return to a weekly schedule in September. **By the way, Dick Anderson plans to enter his Modified in the 8/1 show, with Josh Todd behind the wheel.**

And here’s proof that you never know what to expect when you head to CCS...in fact, we ran into three of our Hall of Famers, along with Brooke Storer (see page 4).



Top left: Gerry and Brooke Storer; Top right: Devin McLeod, Glen, and Stan Butler; Left: Gerry, Dora Thorne, and Glen.

Thoughts and Prayers go to Bronson Speedway Family

July 18—The local racing community was shocked and saddened to learn of the death of Chris Young, co-owner/operator Bronson Speedway, Archer, Florida. Young and his wife, Ann, acquired the Speedway in 2010, and had resumed a regular program schedule earlier this year. Ann posted comments July 18 on the Speedway’s Facebook page containing the following:

This is the saddest post I will ever write. There are just no words to express the profound sorrow in my families hearts. Without warning and during the night at the Hospital for Special Surgery my husband Chris Young passed away.

Chris Young was a celebrated stock car racer in the New York area, achieving success at tracks like Riverhead and Islip. At Riverhead, for example, he was fourth on the all-time win list in the NASCAR Modified ranks, behind Charlie Jarzombek, Jim Malone Sr., and Tom Rogers Jr. He was also figure-eight champion at Riverhead in 1976 and 1977. In the words of Riverhead track announcer Bob Finan, “In life and in racing, he was a hardworking, old-school kind of guy.”



Your Pit Crew

Jerry Conkle, President/Crew Chief (750-1185)
 Wendy Touchette, Vice President (303-9734)
 Silky Meegan, Corresponding Secretary (259-2029)
 Mike Anderson, Webmaster (217-714-2245)
 Gerry Greim, Recording Secretary (215-630-1402)
 Tom Horrmann, Treasurer/Official Photographer (430-0195)
 Darren Ivey, Special Events Coordinator (552-1977)
 Bob & Camille Sherman, Membership Coordinators (751-1771)
 Wayne Nolan, Member at Large (750-9082)
 John Angiolo, Member at Large (414-305-8094)
 Mike Touchette, Member at Large (603-5077)
 Syd and Nancy Baker, Hospitality Coordinators (750-2126)
 Gerry Hafer, Immediate Past President/Newsletter (396-9961)
 Glen Carter, Past President (874-8152)

Welcome New members



We're pleased to welcome these new members to our group: (Top, Left—Dale and Judy Bray; Top, Right—Ray Vico & Jane Heekin; Bottom—Jim Gately.



Conkle's Corner...

NASCAR WAKE UP! Restrictor plate racing is not working and has not worked for a long time. Pack racing is too dangerous for the drivers and the fans. You have been very lucky so far that no one has been Killed. This type of racing is nothing more than a 200 mph demolition derby. All people talk about is when will they have the big one?



I'm not saying that NASCAR is cheating with the restrictor plates, but they can. They control them. The cars are very safe. Let's reduce the engine size, take off the spoilers, use narrower tires, and put the driver back in the car. That's more like they used to do it.

Do you think Petty, Earnhardt, et al., would have won as many races as they did if the cars were all alike, like they have to be today? Right now it's either single file or pack racing. The most exiting parts of the race are restarts.

Now for the lighter side. Only one more restrictor plate race this year.

Now for more on the lighter side:

