



# The Villages Motor Racing Fan Club

## Pit Report

### August, 2011

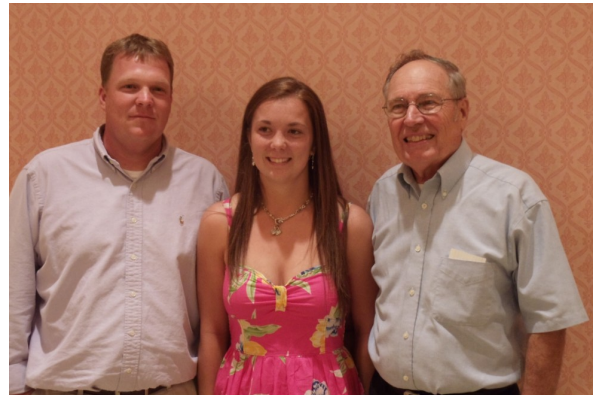
#### In This Issue:

July 6 Meeting Recap	1 & 2
R/C Racing at Camp Villages	3
R/C Racing Keeps Growing!	3
Special Events Roundup	4
Updates on Club Favorites	5
Local Racing Corner	5
Boggy Creek Trip Recap	6
Editorial: Will NASCAR Survive	6 & 7
Your Pit Crew	8
Comedy and Vintage Photos	8
So you don't need to look it up	8



### Amanda and the Reutimanns...What a Night!

**July 6**—If you didn't make it to our July 6 meeting, you missed a good one! Without question, it was one of the best we've had, and it continued our string of outstanding guest speakers. First up was our 2011 Scholarship winner, Amanda Lynn Ferguson, an impressive young representative of Florida's racing community. Amanda graduated with honors this spring from East Ridge High School in Clermont, with plans to continue her education at Lake-



(L-to-R—Shawn Reutimann, Amanda Ferguson, Buzzie Reutimann)

Sumter Community College this fall (as a dual-enrolled senior at East Ridge, she's already completed her freshman year). After her Associate degree, she plans to pursue Bachelor and Masters degrees in mechanical Engineering at University of Central Florida. While her academics are certainly impressive, her motorsports resume is even more spectacular. Racing since age 6, she's compiled wins and championships in Quarter Midgets and sprint cars, and is currently competing in Super Late Models in Florida and Wisconsin. And if all that wasn't enough she earned Top Scholar honors at East Ridge with a GPA of 4.72, and even finds time to volunteer as an elementary school tutor and at a horse rescue facility. She's "Disney Dreamer and Doer" award recipient and has participated in the Lynn St. James Driver Development Program.

There is no question that Amanda represents what we consider to be the perfect recipient for our scholarship award. In addition to her outstanding credentials, she also dazzled our July meeting attendees with a brilliant verbal recap of her career and her objectives for the years ahead. Absolutely amazing!



(L) Amanda with Sprint Car; (R) Amanda at 2010 Daytona 500 Experience with a group of young admirers.



Continued on page 2

## Amanda and the Reutimanns (continued from page 1)

The second half of our July meeting proved to be at least as exciting as the first, with a visit from Shawn and Buzzie Reutimann. As promised, "Uncle Buzz" delivered an insightful introduction to Shawn and some of his history, including a series of amusing anecdotes about Shawn's early years as one of the famed Zephyrhills racing family. Shawn, in turn, shared a few anecdotes of his own about his early relationship with Buzzie, perhaps the most amusing of which was being stranded in New York with David when

Buzzie returned to Florida to repair his "Double 00."

But in addition to trading barbs with Uncle Buzz, Shawn spoke at length about his role as spotter on David Reutimann's NASCAR Sprint Cup team, describing his role and his responsibilities to keep the driver safe and in a maximum competitive position on the track.

Shawn also shared a number of amusing tales about what goes on up in the spotter areas, as well as what happens when

NASCAR calls you to the big red trailer. Beyond his NASCAR remarks, Shawn shared some of the Reutimann family racing history in the Sprint Car circuit, where his father (Wayne) and his brother (Wayne Jr.) have compiled some impressive statistics.

Shawn closed his remarks by describing his long and exciting relationship with his cousin David, noting that at age 36, he's visited more than 70 race tracks across the country, most of them as part of the Reutimann racing dynasty!

Here are a few shots of the action at the July 6 meeting...



Clockwise, from top left: (1) Shawn Reutimann makes a point on the life of a spotter in Sprint Cup racing; (2) Buzzie wondering what Shawn's going to say next; (3) Amanda receiving scholarship check from Committee Chair Wendy Touchette (4) Buzzie and Shawn listen intently to a rising star; (5) Buzzie thought it was funny; Shawn's not sure.



## Camp Villages Venture—A Day of Fun With the Kids!

**July 15**—The sounds of real live racing action filled the Carmen Miranda Room at La Hacienda Rec Center of Friday, July 15, as 18 fired-up young racing enthusiasts tried their hands at Remote Control Model Car racing. The event was part of the ever-popular Camp Villages experience and, although it was the first time this type of activity was on the schedule, it was a huge success.

Each of the 18 racers competed in four separate heat races, three cars at a time, and it didn't take long for the cream to rise, as they say. Proving once again that gender is not necessarily a limiting factor in racing, 10-year old Kaley Kelly of Miami quickly emerged as the leader of the pack, winning all four of her heats and piling up enough points to take top honors for the event.

One thing that also became quickly evident was that our contingent of volunteers was having at least as good a time as the young contestants. After spending several hours the night before setting up the race track and tuning the cars, our group of volunteers served as pit crews, fab shops, and spotters for the three-hour event, providing assistance to the Villages Computer Club in producing a great program for Camp Villages. Pete Rosendahl from the Computer Club had recruited our members to help run the event, making it an excellent example of inter-club cooperation. Here are some photos of the action...



Left—The top six finalists. Kaley Kelly, overall champion is leftmost in photo. Right—An action shot of the fabrication shop in action the night before

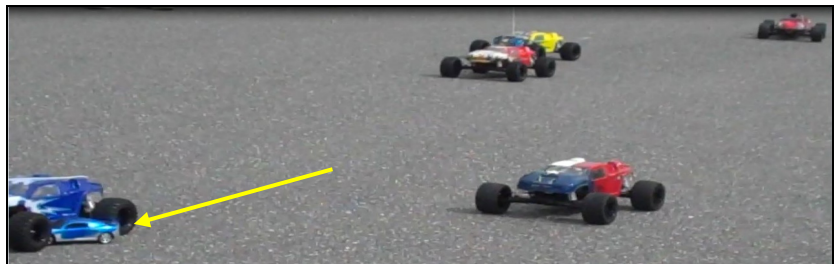
## R/C Racing Program Keeps Growing

**July 16**—The first “official” Saturday morning practice session for our rapidly-developing Remote Controlled Model Car Racing Program was a fun-filled (and wreck-filled) experience! R/C Race Director Bob Giles had organized a series of driver training exercises designed to give the “rookie” drivers some experience at handling the reins of these sensitive machines, but we all realize that it's going to take a lot more practice until we can actually stage a competitive event.

To get some feel for what a racing format will look like, we did line up a group of about eight cars to take the green flag for a lap or two. We even had a pace

car driven by our own Wendy “Danica” Touchette to help the event get off on the right foot, but that didn't seem to help. In fact, the pace car and the car on the outside pole crashed on the parade lap!

Anyway, our group now has 28 members with over half of them owning cars raring to go racing. Practice sessions will be held the third Saturday of each month at Colony, starting at 9:00 am, and before each regular meeting.



Upper photo—The big crash at the start of the practice race; Right photo—Three cars enter the turn at full speed (one didn't make it out!)



## Special Events Roundup



Well, we're past the midpoint of the summer, and we're starting to gear up for some second half of the year trips. Our July 16 visit to Volusia Raceway Park was a great success, and was a great venue to try out the smaller bus options offered by The Villages Transportation service. We filled the 25-seat bus with race fans anxious to see our Hall of Famer Buzzie Reutimann in action, and he did not disappoint! Look for more trips of this type in the weeks and months ahead.

We're all looking forward to capturing a host of new ideas at our "open discussion" and planning session on August 3. Bring your ideas and suggestions for future trips and activities...we'll give them all serious consideration. It's your club, so let's make it fit your interests! See you there.

*Wendy*

Date/Event	Event Details
Friday, August 19 Orlando Speedworld	<b>Bright House Challenge Series—Race No. 6</b> - Our 2011 scholarship winner Amanda Ferguson is planning on entering this 59-lap Super Late Model event at Orlando Speedworld's 3/8 mile oval in Bithlo. We're tentatively planning to run a bus to the event...call Wendy (430-0239) for information.
Saturday, September 3 Speedway Park	Racing resumes for the fall at Fruitland Park's Speedway Park. Club Hall of Famer Nic Fernandez is firmly on top of the Jr. Purple Points Race...make it a point to get over to cheer him on!
Saturday, September 3 Bubba Raceway Park, Ocala	There's a possibility that Buzzie and David Reutimann will be racing at Bubba Raceway Park. Watch the website and your email for details on this.
Friday, October 14 Colony Cottage Rec Center	We're planning another fantastic night of bingo in support of the club and its many community support efforts. "Big Dave" Bockman is once again at the helm...watch the newsletters, websites, and email for details!
November 10-13 March 1-4 Orlando Speedworld	The Daytona Antique Auto Racing Association (DAARA) will conduct their 2011 & 2012 U.S. Vintage Oval Track Nationals at Orlando Speedworld, Bithlo. Contact DAARA at 321-439-3813 for details.
Saturday, November 19 New Smyrna Speedway	46th Annual Florida Governor's Cup 200. Save the date...we'll be running a bus to catch the action. Our 2011 Scholarship Winner Amanda Ferguson plans to enter, and it is expected that our club car will be in the field as well.
December 10-11, 2011 Zephyrhills	Annual David Reutimann Foundation Golf Tournament, Charity Auction, and Bar-B-Que. Details to follow.
Sunday, December 11 Colony Cottage	Save the date...Fifth Annual Club Holiday Hall of Fame and Awards Night at Colony Cottage Rec Center
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.

## Update on Club Favorites



**Daniel Miller**—2010 Club Hall of Famer Daniel Miller continues in action at New Smyrna Speedway, driving the 00x in the Limited Late Model series. As of this writing, he's solidly in the top 10 in points, holding down 7th place as of the last update from the track (June 15). Note also that he's carrying our club logo on his front fender, making him one of 18 drivers who have sported our name in competition!

**Austin Kirkpatrick**—Crew Chief (and Dad) Ken has reported that the team is taking a break from asphalt racing, concentrating instead on developing their

dirt late model program. Club Hall of Famer Austin has been competing at Bubba Raceway Park (where he's currently 9th in points), East Bay, Volusia, and several Georgia speedways. Austin's dirt Late Model is shown at right.

**Buzzie Reutimann**—The legend just keeps rolling along! After winning back-to-back features down at East Bay, he stands 8th in the points (and he's only raced there three times this year) and has an average finishing position of 1.33! As many of you are aware, he shifted his focus to Volusia on July 16, with a great contingent of club members on hand to cheer him on. He had a good night, winning his heat race, finishing second in a four car "cash dash," and then taking a hard-fought second place in the OWM feature. He's getting ready to run at Ocala (Bubba) soon and again at Volusia, so stay tuned for announcements on a club trip!



## 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>



## Our Visit to Camp Boggy Creek



**July 7**—It was a hot day, but it was a cool place, so our field trip to Camp Boggy Creek to tour their incredible facility was a great success. After making the ceremonial check presentation, our group of twelve was treated to a briefing on the Camp's mission and their facilities under the guidance of Development Associate Cara Anderson. We had an opportunity to see the amenities

first-hand, including the swimming pool (we didn't get to go in!), the theatre, the dining hall, the craft areas, and the stables.

It's fair to say that we all came away from the trip with an appreciation of Camp Boggy Creek that exceeded even our earlier understanding! The visit validated our decision to make this organization the sole recipient of our contribution for 2011, and we now understand why the Reutimann family has such high regard for what they do.

In an effort to acquaint more of our members with Camp Boggy Creek and it's work, we've extended an invitation to Ms. Anderson to join us at a meeting. She'll be with us at our October 5 meeting.



Cara Anderson (center, in dark shirt) leads our group on the first leg of the site tour.

## Will NASCAR Survive?

Many of us are NASCAR fans, and many of our members have gone to NASCAR events throughout the years, at probably every track on the circuit. But we've all wondered about the continuous rise in the cost of races, and the corresponding decline in attendance we see at tracks. Here's an interesting editorial article about the issue, written by journalist Kim Roberson and posted July 3 on Speedwaymedia.com. It's frankly one of the most in-depth analyses I've seen recently on the issue, and it provides some interesting definition of the issue's impact on the support. We've reprinted (with permission from Insider Racing News at <http://insiderracingnews.com>) the first part of the article here and on the next page, and will be posting the entire document in the next day or so on our website. It's worth the time to read it in its entirety.

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What happens when the sponsorship dollars needed to support a multi-million dollar racing effort are no longer there? It was a question that seemed almost unimaginable in the 90's and early 2000's. You had companies like DuPont and Lowe's, Home Depot and DeWalt signing on to be the ONLY sponsor on the car for long term contracts. DuPont and Jeff Gordon had a lifetime partnership with Hendrick Motorsports: So long as Jeff races the No. 24 in NASCAR, then DuPont will be there. The Wood Brothers No. 21 car seemed to always have Ford providing Motorcraft to decorate the hood of their red and white car. DeWalt's yellow and black logo was a staple on the no. 17 of Matt Kenseth -- so much so his pit crew took on the nick name "the Killer Bees." Now, we have major teams losing major sponsors, and former Champions looking desperately for enough cash to fund their race efforts -- even on a shoestring budget.

Yes, the economy has been hurting. We see it by the number of fans in the stands -- people can no longer afford to take a long weekend and pack the family in the car and head to the race track -- pay for gas, the hotel or camping spot, and the race tickets. It is easier, and cheaper, to sit at home and watch it on TV. As the ability of companies and fans to afford NASCAR has dropped, the cost to actually run in NASCAR continues to rise. Sprint Cup teams just spent millions to re-vamp a car that they had just spent millions to build from scratch only five years ago. Next year,

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## Will NASCAR Survive? (Continued from previous page)

they will need to re-work the engines as they go from carburetors to fuel injection. The Nationwide Series just completely revamped their cars to more resemble so-called "Pony Cars" -- Ford Mustangs, Dodge Challengers from Fusions and Chargers.

All three major series have undergone changes in their primary sponsors in the last decade, with long time sponsors Winston, Busch and Craftsman leaving and being replaced by Nextel/Sprint, Nationwide, and Camping World. Tracks are closing down portions of their grandstands so as to fill the areas that are more visible on TV. Other tracks, such as California and Atlanta, have lost entire races because of their inability to put enough fans in the seats.

Back when NASCAR first started, the drivers barely made enough to pay for the gas to get to and from the track. Then drivers learned that if they wanted some extra money to help with repairs or to build a better car, they could ask a local garage or car dealership to give them money in exchange for putting their name someplace on the race car. In the late 1960's and early 1970's, teams started enticing larger sponsors like STP, Hardees, and Mountain Dew to help provide money to the race teams.

Thanks to the ingenuity of the Wood Brothers, pit crew members went from being a bunch of guys recruited off the street to put in a few hours a day to a full-time group of men who trained to change pit stops from something that took several minutes to something that took less than 20 seconds. Teams went from having the owner and driver (often they might even be the same person) and maybe a few buddies working for free (or maybe a few beers) on the car late at night after completing their day job to a group of men and women fully dedicated to the design and development of the best race car possible. That meant more money was needed to pay full-time.

In 1972, NASCAR decided the way to make tracks more appealing to fans and races more appealing to drivers was to bring in someone to help them foot the bill, and R.J. Reynolds became NASCAR's first title sponsor with Winston. Tracks improved seating, bathrooms, and other amenities that made going to the races appealing to more fans. More fans meant building even nicer facilities and better amenities. In some cases, that meant increasing ticket prices, but not so much as to be unaffordable.

As the sponsorship dollars got larger, so did the team's development budgets. "Strictly Stock" cars went out the door in exchange for streamlined, custom designed cars bearing the manufacturer's logo. By the mid-1990's, technology was as much a part of NASCAR as the car and driver, and sponsorship dollars grew larger and larger as teams looked to find that special edge that would make them better than the next team.

Somehow, over the last 20 or so years, NASCAR went from businesses needing a million dollars or so to operate to virtual bottomless pits where there never seemed to be enough money. Big teams found a way to become even bigger by finding big businesses to provide them with contracts worth more money than it took to run all aspects of the first 20 years of the sport, from the teams to the tracks. Tracks built even bigger and better facilities, with new big screens and scoring pylons to keep fans informed of where their drivers were on the track, and nice seats for fans to sit on as they ate their variety of food items and drank their sodas or beer or mixed drinks. Prices of tickets skyrocketed to cover the costs of the upgrades and increased race purses. Hotels saw an opportunity to make money and jacked up their rates to, in some cases, triple and quadruple their normal "rack rates". Parking near the track went from being free to, in many cases, costing almost as much as the cheapest race ticket.

Two years ago, Jeff Gordon became the first driver to earn more than \$100-million in winnings. Possibly more than it took to run the entire sport for the first quarter century of its existence. Both International Speedway Corporation (ISC) and Speedway Motorsports Incorporated (SMI) have annual revenues of over \$100-million a year (although ISC went from a net loss of income of almost \$411-million dollars in 2002 to a net plus of income of \$105-million, an increase of over half a billion dollars.) the winner of the Daytona 500 makes more than \$1-million dollars for just that race. Many drivers make more than \$2-million dollars a year between their portion of race winnings and race purses. And yet, just this week, Crown Royal, the new sponsor for Matt Kenseth's No. 17 Ford (and which replaced the DeWalt sponsorship after that company left the sport a year ago) announced that they are also pulling out of the sport at years end.

***(To read the rest of this highly informative visit our website's homepage)***

### 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)  
 Bob Giles-R/C Race Director (750-5117)  
 Peter Tetrault, Member at Large (205-8503)  
 Glen Carter, Immediate Past President (751-6442)

### NASCAR's True Origin



The item shown above was submitted by "Big Dave" Bockman as part of his continuing attempt to lighten things up

From the vault, compliments of Tom Horrmann...



### NASCAR Trivia...

Our unrelenting search for obscure statistics continues, and this month we found a few that even brought a yawn to the editorial staff. But hey, who's to say what might be of interest to others? Anyway, take a look at these beauties:

#### Brothers with the most Sprint Cup wins

**[each has had to win a Sprint Cup race]**

- 94 - Allison: Bobby (84), Donnie (10)
  - 88 - Waltrip: Darrell (84), Michael (4)\* [both Daytona 500 Champs]
  - 62 - Flock: Tim (39), Fonty (19) Bob (4)
  - 49 - Thomas: Herb (48), Donald (1)
  - 45 - Busch: Kurt (23)\*, Kyle (22)\*
  - 43 - Labonte: Terry (22)\*, Bobby (21)\* [both Series Champs]
  - 26 - Burton: Jeff (21)\*, Ward (5)
  - 22 - Parsons: Benny (21), Phil (1)
  - 19 - Bodine: Geoff (18), Brett (1)
- \* still active.(7-16-2011)

#### Drivers with the All-Time streak of consecutive seasons with at least one win a year:

# of seasons, driver, years of streak

- 18, Richard Petty, 1960-1977
- 17, David Pearson, 1964-1980
- 16, Ricky Rudd, 1983-1998
- 16, Rusty Wallace, 1986-2001
- 15, Darrell Waltrip, 1975-1989
- 15, Dale Earnhardt, 1982-1996
- 14, Jeff Gordon, 1994-2007
- 13, Lee Petty, 1949-1961
- 13, Cale Yarborough, 1973-1985

**12, Tony Stewart, 1999-2010**

11, Dale Jarrett, 1993-2003

10, Buck Baker, 1952-1961

10, Bobby Allison, 1966-1975

10, Bill Elliott, 1983-1992

**10, Jimmie Johnson, 2002-2011**

**10, Kurt Busch, 2002-2011**

**current.**

#### Winners of both the Daytona 500 and Brickyard 400 in same year:

- 2010-Jamie McMurray - 14th in the Sprint Cup Championship
- 2006-Jimmie Johnson - won the Sprint Cup Championship
- 1996-Dale Jarrett - 3rd in the Sprint Cup Championship

(Statistics courtesy of Jayski, used with ESPN permission)

