

The Villages Motor Racing Fan Club Newsletter

October, 2007



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I know it's said that time seems to go faster as you get older but, man, I still can't believe it was a full year ago that we started out on this venture to form a club of racing enthusiasts. And what a year it's been. So many fascinating speakers, an incredible list of racing-oriented special events and trips, and the creation of so many friendships that I've about lost count. It's this last area—the friendships—that I value most about what we've done with this club.

We're now at 180 members and still growing, and I hope all 180 of you will be able to make it to our October meeting to celebrate the anniversary of our formation. We're going to have cake and ice cream, served by your faithful pit crew and who knows—we may even sing "Happy Birthday" to the club along with our National Anthem! Anyway, come out and join us, and hear about some great events coming up in the next few months.

Glen

September Meeting – Daytona Perspectives



About 70 club members at our September 5 meeting were treated to a riveting account of the inner sanctums of Daytona International Speedway, with member Dean Tillman recounting his experiences working in a variety of capacities at the track. Dean attended his first race at Daytona in 1960, and soon afterward became an "insider", fielding assignments as they came along.

Dean's first duties at the Speedway consisted of scoring and, of course, this was back in the days before electronic scoring and car-mounted transponders, so it was truly a labor-intensive job. In subsequent years, he moved from that assignment to the world of pit reporting, where he was responsible for relaying information up to the control booth about car/driver issues, reasons for pitting, and the like. This, too, preceded much of the electronic communication media existing today, and Dean noted that the arrival of broadcasting icons like Ken Squire and Chris Econmacki eventually revamped the pit reporter duties extensively.

Dean ultimately progressed to the position of usher, which he described as something far less glamorous than most people expect. His duties of course consisted of helping people locate their seats, but also included pre-race preparation of the seats (pigeons were a bit of an issue in many of the grandstand areas!) His final post was the Winston Grandstand, where he served until his last race...the July, 2000 event (which was also the first night Nascar race at Daytona.)

In addition to having an "inside" look at the sport, Dean noted that his assignments allowed him to be a spectator at many historic events, such as the infamous Petty/Pearson crash/finish, the Yarbrough/Allison fights, etc.

Visit our website at www.villagesracingclub.com

Special Events Committee Report

Our Special Events Committee continues to produce more and more opportunities for club members to explore racing-related venues around the area. Here's a recap of what's happening:

- **Columbia Motorsports Park Trip** – Well, we tried! Florida's unpredictable summer weather proved too much for us on August 25. A hearty group of 60 racing fans departed The Villages at around 4:00 pm to make the journey up I-75 to Ellisville, only to see the car haulers traveling the opposite direction as we neared Exit 414. Anyway, we all were treated to a pleasant bus ride, as well as the chance to socialize with a bunch of like-minded folks! Our bus driver also was adventurous enough to take a hot lap on the bus!
- **November 17** – Governor's Cup 200 Lap Event at New Smyrna Speedway. The format will be similar to the April event, with bus transportation to and from the track, hospitality tents with catered dining, signing of the No. 92's hood, meet and greet with Jeff Choquette, and reserved grandstand seating, not to mention the obligatory trip to Victory Lane! Dick Anderson will be bringing the hood to the November meeting for signatures. Cost will be \$45 per person for the complete package. As of this writing, we've filled the first bus, and names are being taken for a possible second bus. *All reservations must be in by November 7.*
- **December Holiday Hall of Fame Celebration** – Our December end-of-year meeting will be a reflection on what has been accomplished since the club's formation. All of the speakers who've graced our monthly meetings will be invited back for a free-for-all discussion, and we have a few surprises planned also to further liven up the evening. You're not gonna want to miss this one!
- **Poker Run Plans** – The first annual Club Poker Run has been scheduled for Saturday, October 6, starting at Laurel Manor Rec Center. Sue Gamertsfelder and Linda Turecek have organized a working committee to head up the event, and the necessary logistics have been developed. If you missed the sign-up sheet at the September meeting Linda (ldturecek@comcast.net) or Sue (susie01@comcast.net) to get registered. Cost is \$5 per person, and there will be prizes and refreshments at the end (B.Y.O.B.)
- **Club Logo Items** – Club polo shirts (\$24-26), hats (\$13), and logo decals (\$3) are available for sale. If you'll like to order any of these items, give Wendy Touchette a call at 430-0239. Also, samples of a new version of the club shirt are expected to be on display at the October meeting.
- **Future Events Being Considered** – The committee is working on a repeat of the "Villages Day at Daytona" in January, 2008. This would include an infield pass to tailgate and Fan Zone access during practice for Daytona 500. Potential Nascar trips for 2008 are also being developed (Daytona 500, Daytona 400, and Talladega in October), as well as the 38th Annual AC Delco NHRA Gaternationals in March, 2008.

Looking Ahead to Our October Meeting

As indicated in the Crew Chief's remarks, our October 3 meeting will be a birthday party of sorts, in that the club's first official meeting took place in October of 2006. All members are invited to come out and help us celebrate, and are encouraged to bring a guest to learn more about the club and its activities. Also, don't forget that we are still collecting for "Operation Shoebox" and for the cell phone recycling project. A representative from "Operation Shoebox" will be on hand on October 3 to update us on their efforts.

Member Profile

This month we're profiling two new appointees to our Club's Executive Board—Wayne Nolan and Mike Touchette. Get to know them a bit better by reading their brief bio in the insert page (page 5).

Local Racing Corner

In keeping with our objective of promoting local racing interest, here's a recap of upcoming dates at several of our closest tracks. These venues offer great car pool, tailgating opportunities to watch real exciting grassroots racing.

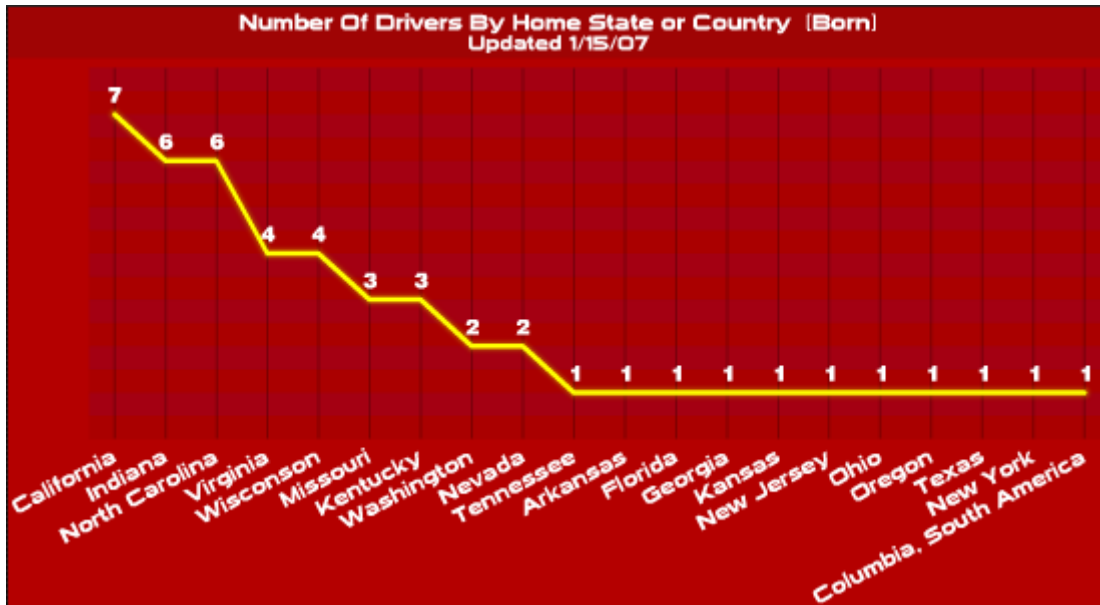
Ocala Speedway (http://www.ocalaspeedway.com)	
Date	Event
Friday, October 5	Regular Divisions: (4 Cylinder Stock, Street Stock, V-8 Thunder Stock, Sportsman & Modifieds). PLUS – 50 Lap V-8 Pure Stock - \$1,000 to Win. & <i>Figure 8 cars</i> .
Friday, October 12	Regular Divisions: (4 Cylinder Stock, V-8 Pure Stock, V-8 Thunder Stock, Street Stock, Sportsman & Late Models). PLUS – Mechanics Race.
Saturday, October 20	The 2nd Annual Twelve (12) Continuous Hours of Racing at Ocala Speedway - \$5,000.00 to WIN!!!!!! (Starts 9:00am Saturday ends 9:00pm Saturday night)
Friday, October 26	Regular Divisions: (4 Cylinder Stock, V-8 Pure Stock, Street Stock, Sportsman & Twin 50 Late Model challenge with Citrus). PLUS – Halloween Candy for the KIDS
Citrus County Speedway (http://www.citruscountyspeedway.com)	
Date	Event
Saturday, October 6	Super Late Model, Sportsman, Mini Stock, Street Stock, 4 Cylinder Bombers, F.O.W.L., FMRA Midgets
Saturday, October 13	“FALL FIASCO!” ENDURO 150, Demo Derby, 50 Lap Fig 8, School Bus Fig 8, Boat & Trailer Race
Saturday, October 20	Twin 50 Super Late Model, Mini Stock, Pure Stock, V8 Thunder Stock, 4 Cylinder Bombers
Saturday, October 27	“Trick or Treat for the Kids”, Open Wheel Modified, Mini Cup, Sportsman, Mini Stock, Street Stock, Pure Stock, V8 Thunder Stock, 4 Cylinder Bombers, Fig 8
New Smyrna Speedway (http://www.newsmyrnaspeedway.org)	
Date	Event
Saturday, October 6	TBARA OUTLAW WINGED SPRINTS 30 - SPORTSMAN 50, Late Model, Super Stock, Mini Stock, Strictly Stock
Saturday, October 13	ADVANCE AUTO PARTS PRO TRUCK 50 - OPEN WHEEL MODIFIED 50, Late Model, Sportsman, Super Stock, Mini Stock, Strictly Stock
Saturday, October 20	GOODYEAR CHALLENGE LATE MODEL 100 - SOUTHERN SPORTSMAN 50, Super Stock, Mini Stock, Strictly Stock
Saturday, October 27	The Great Samsula Sunoco Sunbelt Super Series 100 & PumpkinFest Halloween Costume Contest, Pro-Truck, Sportsman, Super Stock, Mini Stock, Strictly Stock
USA International Speedway (http://www.usaspeedway.com)	
Date	Event
Saturday, November 3	USAR Hooters Pro Cup 250

Editorial Note: See page 6 for an update on the incredible season “our driver”, Jeff Choquette is having. As most of you know, he'll be representing us again in the November 17 Governor's Cup event at New Smyrna Speedway. See comments under “Special Events Committee Report” about the trip.

So You Don't Need to Look it up!

Remember when NASCAR drivers were all just about all from the south? Here's an interesting look at the home states of the current active drivers.

Nascar Nextel Active Driver Home State



A.J. Allmendinger Los Gatos, CA	Jeff Burton South Boston, VA	Matt Kenseth Cambridge, WI
Bobby Labonte Corpus Christi, TX	Jeff Gordon Pittsboro, IN	Michael Waltrip Owensboro, KY
Boris Said Carlsbad, CA	Jeff Green Owensboro, KY	Mike Bliss Milwaukie, OR
Brian Vickers Thomasville, NC	Jeremy Mayfield Owensboro, KY	Paul Menard Eau Claire, WI
Carl Edwards Columbia, MO	Jimmie Johnson Los Gatos, CA	Ragan Smith Cato, NY
Casey Mears Bakersfield, CA	Joe Nemechek Lakeland, FL	Reed Sorenson Peachtree City, GA
Clint Boyer Emporia, KS	Johnny Sauter Necedah, WI	Ricky Rudd Chesapeake, VA
Dale Earnhardt Jr. Kannapolis, NC	Juan Montoya Bogota, Columbia	Robby Gordon Cerritos, CA
Dale Jarrett Hickory, NC	Kasey Kahne Enumclaw, Wa	Ryan Newman South Bend, IN
Dave Blaney Hartford, OH	Ken Schrader Fenton, MO	Scott Riggs Bahama, NC
David Gilliland Riverside, CA	Kevin Harvick Bakersfield, CA	Sterling Marlin Columbia, TN
David Ragan Kannapolis, NC	Kurt Busch Las Vegas, NV	Todd Kluever Sun Prairie, WI
David Stremme South Bend, IN	Kyle Busch Las Vegas, NV	Tony Raines La Porte, IN
Denny Hamlin Chesterfield, VA	Kyle Petty Randleman, NC	Tony Stewart Columbus, IN
Elliott Sadler Emporia, VA	Mark Martin Batesville, AR	Ward Burton South Boston, VA
Greg Biffle Vancouver, WA	Martin Truex Mayetta, NJ	
J J Yeley Danville, IN		
Jamie McMurray Joplin, MO		

Statistics courtesy of our friends at <http://www.theinsidegroove.com>. Visit this site and view a fantastic collection of information about NASCAR!

Club Contact Information:

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Meet Your Newest Board Members

Wayne Nolan



Wayne is a native of southern Indiana, where he acquired his interest in racing as a youngster watching midget races at a track behind his grandparents' home. He progressed to following midgets and roasters race at southern Indiana tracks like Salem, Winchester, Terra Haute, and, of course, Indianapolis. His interest in racing was fueled by the sound of the Offenhauser engines so prevalent at the time (in fact, you'll probably recall that the Offy's dominated open wheel racing from the 1930's into the 1960's), and many of you may recall the throaty sound that captivated so many racing audiences.

Although born in Indiana, Wayne relocated to Sunnyvale, California following a stint in the U.S. Army (1954-56). He was stationed in Salzburg, Austria during the Four-Power occupation of that country, and was subsequently reposted to Vicenza, Italy. After returning to the U.S., Wayne became a manufacturer's representative, spending most of this time specializing in men's wear with a southern California territory.

Along the way, Wayne developed interests in all forms of auto racing, from drag racing to Nascar and Indy Car. He's attended 12 Indy 500 events, the first being in 1951 the day after his Junior Prom. By the way, his future wife, Barbara, went along with him to that event, so she knew from the start that he was a racing enthusiast. Wayne's also been to road races at Sears Point and Laguna Seca, and is a fan of the Speed Channel.

Mike Touchette

It's only fitting that Mike Touchette should be such a spirited member of our club, since most of his life has been associated with automotives in one way or another. His first job, for example, was clerking in an auto parts store in West Warwick, Rhode Island. From there, he moved to the management of an ESSO (yeah, **ESSO!**) gas station in West Warwick. Then, in 1974, he began what would be a 30-year, million-mile career (he has the American Trucking Association award to prove it!) as a professional truck driver. Now you can understand that, while most of us look first at the cars at a racing event, Mike's first point of interest is the haulers!



In the early 1970's, Mike's racing pursuit of racing resulted in his competing at Connecticut Dragway in a 1968 Dodge Charger R/T. Economics forced him to abandon this hobby after about a year, during which time he had the great fortune to meet Wendy, who would become his wife. After many years of being sidetracked with other priorities (like soccer, coaching baseball, bowling, and caring for relatives), Wendy and Mike eventually re-connected with the racing world and started hitting Nascar events in the 1990's. They are now happy residents of The Villages and, like most of us I the club, are trying to fit as many racing trips as possible into their already crammed schedules.

This article is reprinted from RealRacinUSA.com

Choquette Wins Round One In ASA Georgia Shootout

by Jack Smith



A little rain only served to cool off the scorching south Georgia heat, but did not dampen the competitive spirit from some of America's top short track talent Friday night (September 14) at Cecil, GA. Sean Murphy set a new track record with a qualifying run of 18.505 (97.271 mph) at the 1/2 mile speedway located just 30 miles from the Georgia/ Florida state line. Murphy, under the guidance of late model legend Butch Miller, had been the fastest in practice, and is still trying to get his first ASA Late Model win. Murphy, fans will remember, came within a few hundred feet of winning at Bristol when a wheel came apart on the last race.

After local late model racer Jeff Gordon scratched, the field was reduced to 27 teams taking the green flag. Jeff Choquette qualified 8th, and had luck going his way as the inversion by pill draw came up 8, giving the Loxahatchee, Florida driver the pole. Starting on the outside front row would be Travis Cope, hot off a huge win at Lakeland, Florida in The Florida Triple Crown finale last week.

Choquette, sporting number 170 in the ASA Southern Division and leading the points race, jumped out front of Cope, set a conservative pace which he maintained all race long. Sixteen cautions later, including a controversial stop for gas, the former Roush Gong Show finalist was still out front.

There was no question Cope played a part in Choquette's victory, as the youngster from Bronson, FL, shadowed Cope the entire race. Cope spent nearly the entire race defending his second spot from several different competitors, making his number 26 just wide enough at the right times. Cope never really was able to challenge Choquette due the intense pressure from fourteen year star Max Gresham, Cody Smith in the #15, and Beau "Showtime" Slocumb.

Slocumb, a local favorite, came into the race fourth in points despite missing the first Southern Division race at Bronson Motor Speedway. Starting 7th, Slocumb worked his way into 3rd by lap 25 and was challenging Cope for the second position when, by his own admission drove a little too hard into turn two and spun out. Slocumb had fought hard to get to the front, yet Travis Cope did a masterful job of holding him off for 30 laps until Slocumb finally made a mistake.

Many cautions, and 55 laps later, Slocumb was once again giving Cope fits as the laps wound down. Slocumb had made a few pit stops to change tire pressure and other adjustments and to the cheer of the South Georgia fans he was giving Cope all he could handle, but when the dust settled, it was Choquette, Cope and then Slocumb crossing the finish line at lap 125.