



The Villages Motor Racing Fan Club

Pit Report

APRIL NEWSLETTER

Volume 2, Issue 5

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Special points of interest:

- *Racing in The Villages!*
- *It Looks Like 2008 is going to be an active year (page 3)*
- *Local Track Report (page 3)*
- *When Dick met Dale— 1978 (page 5)*
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Pit Notes from the Crew Chief



Once again, our club showed its flexibility as we adapted to the terrible racing conditions on March 8 and moved our "2nd Annual Racing @ The Villages" event indoors at Lake Miona Rec Center. We didn't miss a beat, though, and once

again our event was a huge success for the 70 members and guests. Our Special Events Committee pulled off another tremendous event for us.

We're all looking forward to the next few months, and we have a slate of events and activities that we feel will maintain your interest. For example, our upcoming meetings will feature some interesting speakers, including current and former race car drivers, people connected with the local racing scene, and even people-who-know-people connected with the NAS-CAR scene! As always, we're planning programs

that will cover a broad variety of topics relating to this wonderful sport we all follow.

We've also begun to develop plans for event sponsorships, and this time around we'll be looking at the possibility of adding some new names and faces to the ranks of those we support. Frankly, with the range of opportunities open to us, the sky is pretty much the limit to what we can do as a club. Please keep your ideas and suggestions coming...*your input is a big help to us!*

Glen

Racing in The Villages ... Another great event for the Club!

On-track conditions on March 8 were certainly not favorable for this year's edition of this highly-anticipated event. Faced with wind gusts approaching 60 mph and relatively chilly air temperatures, our sanctioning officials made an on-the-spot decision to move the competition inside the Lake Miona Rec Center. With the building's excellent

ventilation system, and with the exceptional crowd control capabilities exhibited by the Rec Center's staff, we were able to successfully run the series of five mini-features with ease, leaving ample time for refreshments between races.

Anyway, the racing was dominated by the #88 "driven" by Diane Cahalane

and the #48 "driven" by Diane Poodiak, with two wins each. Brad Turecek also piloted the #24 to one win. Fans were disappointed at the performance of "our car" (the Dick Anderson #92 entry driven by Al Stone). Al never recovered from an early communication issue that forced a pit stop and a brief red flag condition. (Continued on next page)

Racing in The Villages ... Another great event for the Club!

SPECIAL NOTE

We're still participating in the "Help Them Call Home" program, so don't forget to bring to the meeting any old cell phones you may have.

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Other drivers for the event included Linda Turecek, Wendy Touchette, Mike Heinke, Dave Bockman, and Olyn Guice (driving in relief of Bockman). Special kudos also go to car builders Wayne Nolan and Silky Meegan. Wayne toiled long and hard to build a replica of Anderson's #92...it even had tires! Silky's

re-built #88 also turned a lot of heads on race day!

Thanks also to Dave Robison for serving as transporter for the cars, as well as to Mike Touchette and Dave for staffing the betting window and keeping the finances straight.

Overall, it was another great outing, despite the weather! Some of the highlights of this extraordinary event are pictured below.



Linda Turecek getting set to pass Olyn Guice. Her expression says it all.



Race Director Wendy Touchette on the track lining up the cars. I think she was telling Bockman to get in place.



Early in the race, Diane Cahalane and Brad Turecek set the pace. (Note Al Stone way in the back in the #92.)



Above left, Buster Burt displays his winnings. In an interview, he indicated that was more than he'd ever won racing!

Above right, Mike Heinke displays his official Tony Stewart garb. Wendy was jealous.



Later in the race, the #92 still seems to be off the pace. In fact, he almost went a lap down.



Look at it this way—if we get "the big one"—the #92 would still be in position to win.



A good-sized crowd was on-hand to catch all the racing action.

Upcoming Events Roundup—2008 Style

Our Special Events Committee has been busy assembling another great series of activities for the club. Here are the highlights of what's in store, at least for now:

- **April/May**—Horsepower at the Polo Grounds (date not set yet)
- **May 23**-Golf Scramble/ Dinner
- **June 6**-Powell Memorial Race at Ocala Speedway
- **July 4-5**-Coke 400 and Nationwide Race, Daytona Speedway
- **August 2**-Sunoco Sunbelt Series Race at USA International Speedway, Lakeland, FL
- **October**-Poker Run
- **October 5**-Bus trip to Talladega for AMP Energy 500 Sprint Cup Event
- **November 22**-43rd FL Governor's Cup event at New Smyrna Speedway

Contact Wendy Touchette for details on any of these events. As always, we'd like to hear any suggestions you have for trips, activities, etc. Just send Wendy or any other Pit Crew member your suggestions. Thanks!

Local Racing Corner

We're off and running in 2008!

Here are the operating schedules and the contact info for our neighboring tracks:

Ocala Speedway—Friday nights, gates open at 6:00 pm.

9050 NW Gainesville Rd
 Ocala, FL 34482
 (352) 622-9400
 (www.ocalaspeedway.com)



Citrus County Speedway— Regular season opened Saturday, March 29; Saturday nights beginning April. Gates open at 4:00 pm, first event runs at 5:30 pm.

U.S. Highway 41 Two miles south of Inverness at the Citrus County Fairgrounds.
 (352) 726-9339
 (www.citruscountyspeedway.com)



New Smyrna Speedway— Regular season opened Saturday, March 15; Saturday nights from 3/15 on. Gates open at 5:00 pm.

Corner of State Route 44 and 415.
 P.O. Box 1500
 New Smyrna Beach, FL 32170
 (386) 427-4129



USA International Speedway—Special events only...no regular series schedule.

ASA Southeast Tour Late Models
 Sears Auto Center 200
 Saturday May 3; Race at 7:30 pm.



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)

April Meeting Preview

In keeping with our continuing quest to bring interesting speakers to our meetings, we've been able to finalize arrangements for what we believe will rank as one of the best discussions yet. Two members of a Florida-based racing family have agreed to make an appearance at our April 2 meeting to share their racing history with us. Chuck and Willie Burkhalter plan to join us for a free-wheeling night of racing stories and insider perspectives, with their current boss—Dick Anderson—coming along to participate in the storytelling and reminiscing. Glen and I have met with Chuck and Willie on several occasions, and have found these "encounters" to be both enjoyable and thought-provoking. Throw Dick into the mix, and there's no telling what might be on tap for the night!

Website of Interest



Remembering Our Area's Auto Racing From the Past... Flemington Speedway, East Windsor, Bridgeport ... Vintage Modifieds, Racing Photos, Old Cars, Modified Stock Cars, Open Wheel and more - 3 Wide Style! Photos and Comments from the 50's, 60's, 70's, 80's, 90's... and Beyond! The one and only site that lets YOU add your comments directly to each picture, so we ALL can remember when Featuring competitors from Flemington, Bridgeport, East Windsor, Harmony, Trenton, Langhorne, Nazareth, Old Bridge, Reading, Fort Dix/New Egypt, Vineland, Pleasantville, Wall Stadium, Alcyon, Allentown, Harmony, Hatfield, US 13, and many, many more.

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

As you all know, Toyota recently got its first win at the NASCAR Cup level. That momentous event probably got you to thinking about the distribution over the past few years of wins among manufacturers nameplates. Well, wonder no more...here's the rack up from 2004 through race number four of 2008:

■ CARS BY THE NUMBERS

Wins by manufacturers in NASCAR's Sprint Cup Series since 2004:

Year	Chevy	Dodge	Ford	Toyota
2008	0	1	2	1
2007	26	3	7	0
2006	23	7	6	n/a
2005	17	3	16	n/a
2004	22	4	10	n/a

Source: racing-reference.info

From USA Today.com, 3/12/08

And, just so our readers don't get the idea that we're totally biased toward stock cars (although many of us are!), here's a quick review of the Indy Racing League final standings from last year (*Statistics courtesy of www.automotive.com*).

Rank	IRL Driver	Points	Starts	Wins
1	Dario Franchitti	637	17	4
2	Scott Dixon	624	17	4
3	Tony Kanaan	576	17	5
4	Dan Wheldon	466	17	2
5	Sam Hornish Jr.	465	17	1
6	Helio Castroneves	446	17	1
7	Danica Patrick	424	17	0
8	Scott Sharp	412	17	0
9	Buddy Rice	360	17	0
10	Tomas Scheckter	357	17	0
11	Marco Andretti	350	17	0
12	Vitor Meira	334	17	0
13	Darren Manning	332	17	0
14	A.J. Foyt IV	315	17	0
15	Ed Carpenter	309	17	0
16	Kosuke Matsuura	303	17	0
17	Sarah Fisher	275	17	0
18	Jeff Simmons	201	11	0
19	Ryan Hunter-Reay	119	6	0
20	Milka Duno	96	7	0
21	Marty Roth	53	4	0
22	Alex Barron	41	3	0
23	John Herb	34	3	0
24	Ryan Briscoe	30	1	0
25	Hideki Mutoh	24	1	0

It's Story Time!

Dick Meets Dale...a Tale of Two Drivers

On a recent visit to Dick Anderson's Wildwood racing compound, Glen and I again had the opportunity to spend time reminiscing with Dick and his crew about the history of stock car racing, and particularly about some of the highlights of Dick's electrifying career. In case you haven't had the opportunity to visit Dick's shop, you might want to consider a field trip up there. His complete racing history is now on display around the shop, and it's pretty impressive!

Anyway, the subject of drivers of note that Dick has raced against came up in this most recent conversation, and somebody well-acquainted with Dick's history said, "Tell them about the time you met Dale Earnhardt!" And off we went! Within minutes, Dick had retrieved from his archives a series of articles (mostly from the Charlotte Observer) documenting the September, 1978 Queen City 200 late model race at Metrolina Fairgrounds in Charlotte, North Carolina. Both he and the late Dale Earnhardt were contenders in the event, and apparently it was quite an event to witness. The articles report Dick's charge from the tail end of the pack to third place, where he was challenging for the lead with nine laps to go. Earnhardt was running in second place, having given up the lead to local driver Hayward Plyer twelve laps before, and was watching Dick close on him. An accident on lap 190 caused a restart, and Dick passed Earnhardt to take second place. This is about where the real fun started! Those of you familiar with Earnhardt's driving style will not be surprised to know that this pass didn't last too long, and they tangled on lap 191 causing yet another yellow flag and restart.

Because there was some confusion on the correct positioning of the cars for the restart, race officials elected to throw a red flag, bringing the entire field to a halt. According to newspaper accounts, what happened next was the stuff of legends. Dick's perception was that Earnhardt had deliberately spun him out, so he naturally wanted to chat with him about the incident. During the red flag period, then, Dick exited his car, ran over to Earnhardt's car, and engaged in an impassioned discussion about what had just happened. Witnesses report that punches were thrown, and newspaper accounts echoed this, but Dick reports that he was simply pointing at him to indicate his displeasure. Apparently, nobody saw it clearly, because there are considerable variations in the six separate newspaper clippings Dick produced from his file. The bottom line, though, is that Dick was disqualified because of what the officials "thought" happened, causing him to lose his second (or third?) place finish. It was reported that his car owner was considering filing a suit against the track, but we're not sure if that happened.

The final chapter in this story is that rain caused the race to end before the restart could take place, so Earnhardt was credited with second place. By the way, the purse for this event—thirty years ago—was \$52,000, then the richest dirt track race in history. The winner's share was \$6,000.

So, next time you see Dick, ask him if he's ever met Dale Earnhardt.



Dale Earnhardt, 1978



Dick out of his car

The Michelin Tweel

Can't wait till this gets to the racing world!

Since there's been a fair amount of griping already this season about the state of Goodyear's tires. We thought it would be interesting to bring you up-to-speed on what many think is the future of the automobile tire...the Michelin "Tweel" (an acronym derived from tire + wheel). Here's an excerpt from www.paultan.org, a site that tracks (and comments on) automotive-related developments:

"Michelin invented the radial tire fifty years ago. The first tubeless tire was invented 100 years ago. Now the tire has been reinvented again. The next step in tire technology has been unveiled. The Tweel is a simple looking hub and spoke design which eliminates the need for air pressure. How does it work?

Flexible spokes are fused with a flexible wheel which deforms to absorb shock. The Tweel also has a unique capability to have different vertical and lateral stiffness. Vertical stiffness affects ride comfort, and lateral stiffness affects handling and cornering. The ability to tune these two parameters differently allows the best of both worlds: ride comfort and superb handling! It sounds good and works well, but I have to say it looks pretty ugly."

Yeah, it is ugly, but so's the splitter on the new Cup car! Here are some shots of the Tweel:

