

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

NELSON LEDGES UPDATE

It seems as if every day someone is asking about the status of the track. On March 4th there was an announcement posted on the Nelson Ledges Race Complex Facebook page. The new management has big plans for the facility but it may take a while before any racing actually takes place. Racing may not return until 2017. We are not going to speculate on actual schedules for paving and construction since a lot of that is probably still in the planning stages. And these 'planning stages' probably also accounts for very little actual information coming from the new manager. But the future looks bright.

SEBRING MAJORS

The plan was for David Pintaric to test his TransAm Corvette and Bill Pintaric to get an early start on his 2016 SCCA season in order to qualify for the Run-Offs. David's car had been completely rebuilt since the last TransAm race of 2015. The first 2016 TransAm race is scheduled for March 5 at Sebring. Bill's car had had some work done to it over the winter and sported a new paint job. Bill had never been to Sebring but was eager to try a new track. Both signed up for Thursday testing and things were reasonably okay, until Bill spun his Nissan into the wall late in the day. The damage was repairable with a little welding and some fiberglass work.

Friday was mostly wet and a lot of the day was spent making Bill's car beautiful again. Saturday morning qualifying went great for Bill, but not so good for David. David had been experiencing a couple handling issues and was uncomfortable with the brakes. Nothing was really bad, just noticeable. Unfortunately he had an off-course excursion during qualifying and damaged the front of the car. If it had been a TransAm weekend we would have figured out a way to get the car back together for Sunday's race; but the damage was extensive, finding parts was going to be a challenge, and earning SCCA points for the Run-Offs was never a goal.

Meanwhile Bill's mood improved when his car qualified fourth in class and ninth overall. There were 30-40 cars in the group and Bill originally thought he was going to be at the back of the grid due to his inexperience with Sebring. His Saturday race started great and he was in third place partway through the first lap. Then the engine let him down. Analysis found a valve head had pushed its way into the head. Fortunately the bottom end of the engine appeared unharmed. By late Saturday evening the Pintaric's were home in Ohio, their cars were loaded in the trailer, and the crew (Matt, Colton, Eric, Brent, Sandi, and Reed) were unwinding over a few beers at a local Sebring watering hole while listening to some really poor karaoke.

The trip wasn't totally a loss. Bill got credit for a Major's competition and David did complete some valuable testing.

SCCA NATIONAL CONVENTION

The Sports Car Club of America National Convention returned to Las Vegas after two years in Charlotte. Charlotte was okay, but most members preferred Vegas. Reed and Sandi spent three days sitting through seminars (some great and some very boring), visiting numerous old friends, and making plans for the future.

There was a problem with registration. It should have been simple except someone named Donald Trump had scheduled a speaking engagement at the same casino as the convention. The banquet room he was using was across the hall from SCCA Registration. We registered while an enormous crowd was gathering. At least three times on our way to register we were stopped by security, had to inform them where we were headed, and had to tell them "why" we were headed there when asked "Can we see your credentials?". We got our badges and headed out before the crowd reached its peak.

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We then headed off to have lunch with some friends who now live in Vegas. We had met Brian and Marge Ehlers before we were married.

Somewhere we have lots of notes from the convention. We both wrote summaries for our local SCCA Region's newsletters. A few items of interest to readers of this newsletter follow.

There were many inquiries regarding the status of Nelson Ledges. Nothing new had been forthcoming since the previous Kryderacing Newsletter. The only item mentioned which may explain the lack of announcements was the new owner may be going through a period of 'due diligence' or something else along the lines of a more in-depth investigation of the property before making any definitive plans for the future. There were representatives present from all of the SCCA Regions who have used Nelson in the recent past and we agreed a joint weekend would be the best approach for any SCCA return to the track. Reed was approached by an SCCA official regarding approval of the track for racing. It is not currently approved from a safety standpoint, but the official was hopeful the required work could be done and racing could return by 2017. Non-racing events such as a PDX, etc would be possible in 2016. There is a strong desire by many people for SCCA to return to Nelson. Everyone is waiting to see what happens next. Virtually everything is speculation at this point in time, but it is all of a positive nature.

SCCA is actually growing and becoming healthier. Membership continues to grow and the money flows remain solid. It is also evolving to better fit today's world of racing. Most of what we saw left us with positive feelings about the future of the club. That's not to say we agree with everything. The current management and Board of Directors seem to have a strong vision of the direction SCCA needs to be heading. We agree many of the old ways need to be dropped. But new ways can be either successful or unsuccessful. If you compare this with picking who you would vote for as our next United States President there would probably be a few things about your choice's viewpoints you were not in complete agreement with, but your vote would be the result of your overall opinion. (Sorry, the constant news broadcasts regarding the upcoming election are getting to me.)

For several years Reed has been performing Alternate Driver Schools in order to provide a pathway to a SCCA Competition License. He confirmed the program continues and updated himself on licensing requirements. As a side note he recently received confirmation he can sign off on Competition Driver's Licenses for the World Racing League as well as SCCA.

On a final note, for the first time we can remember, both of us lost money gambling. Not much, but then we never plan on betting much. It's a good thing Sandi found a rental car for less than \$4/day.

SEBRING TRANSAM

The Kryderacing crew spent many hours getting David's Corvette repaired following our January visit to Sebring. All the normal prep was also necessary. The crew arrived March 2nd and David hit the track for three sessions the following day. Friday, March 4th saw us on track for one practice and then qualifying. The field was closely packed with David slotted into the seventh spot. He and the crew felt confident the race would be a good one.

At the drop of the green flag David quickly moved up a couple of spots before problems struck at Turn 7. Video from David's rear camera showed two cars close behind him as he broke for the hairpin. One of the cars dived inside of the other. This was all plainly visible on the video since both cars were behind David. As the car attempting the pass got alongside the other car he locked up his brakes. He was obviously going way too fast to get slowed for the turn. As he slid past the camera's field of view (and therefore alongside David) there was lots of tire smoke from the locked brakes. The next thing we saw on the video was David abruptly spinning because he had been hit. The crash took off David's passenger side door and he dropped to last place. He recovered and was making a great charge through the field until a flat tire forced him to pit. Seems the exhaust system was also damaged in the crash, was coming apart, and got into the tire. The crew would have gotten him back into the race quickly if it had simply been a flat tire, but the repair to the exhaust put us down a lap. David returned to the field and ran competitive lap times. Unfortunately he finished 14th due to being a lap down.

The entire team was frustrated with what transpired on the first lap, but we were pleased with the effort we had put forth. In fact, David's qualifying and race laps were significantly quicker than those of the race winner. Our best finish to date was a second in 2015. We will continue to chase our first TransAm win as the 2016 season continues.

DOUG WEAVER'S FP MIATA

There is a new race car setting in our shop. Doug Weaver had been renting a Spec Miata from us for the past couple of years and he has now purchased a F-Production version. It is modified a lot more than a Spec Miata and obviously will be a lot faster. As this is being written he has ventured down from Canada to take his first look at the car and work on some changes to the graphics.

UPCOMING SCHEDULE ITEMS

April 10: Road Atlanta TransAm (David Pintaric/Corvette)
April 9-10: Mid-Ohio World Racing League
April 17: Tire Rack Street Survival at Boardman Park
April 21: Twi-Night testing at Mid-Ohio
April 27: Reed's presentation at Track First
April 29-May 1: Track First event at Pitt Race
April 30-May 1: Blackhawk Farms Majors (Bob MacDonald/Spec Miata and Bill Pintaric/GTL Nissan)

QUOTES TO LIVE BY

"The art of life consists of making correct guesses on insufficient information."

"There are countless ways to die. The worst is to fade away without purpose."

"To understand the heart and mind of a person, look not at what they have achieved, but what they aspire to."

CLOSING COMMENT

If you are like everyone else you have probably been following (whether you want to or not) the various candidates for our upcoming presidential election. I have found the Republican race interesting because every candidate has things I like and things I don't care for. This was true when there were a lot of candidates and continues to be true now that there are only a few left in the race. I know some people who say they would never vote for "so and so" because of a single position they take. If I followed their example I would be unable to vote for anyone. But is 'not voting' the right thing to do?

I will vote. So how do I make a decision? First of all, I try to listen to the candidates themselves and minimize what other people are saying. 'Attack ads' rarely tell the whole story. Newscasters need to deal in sound-bites which generate the most impact in short time periods so their show can continue to generate the highest ratings. Listening to the candidates also has its dangers. Politicians are well practiced in saying only those words which help their agenda. In other words, they say what they think will get them votes. Are they saying what they believe, or are they saying what they want you to believe they believe? Separating the 'bs' is always a challenge, but sometimes it's easy if you listen closely to everything being said and how it is said. I'm no expert at this technique, but I do find it helps. It is especially helpful to listen to complete speeches as opposed to sound bites.

I hope you vote and I hope you pick your favorite based on positive opinions, not because you don't like the other choice.

Check www.kryderacing.com for weekly updates.

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