

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

So, you haven't been getting one of these newsletters for most of the year. Did we take you off of the mailing list? NO. Hopefully you have been visiting www.kryderacing.com or checking Facebook for updates. It has been a very busy year. Kryderacing competed in the entire TransAm Series. We had several clients compete in the SCCA Run-Offs. And along the way we were busy in other areas. Below is a summary.

2016 TRANSAM SERIES

The series started in Sebring and ended at Daytona. Along the way we visited Road Atlanta, Watkins Glen, New Jersey Motorsports Park, Brainerd, Mid-Ohio, Road America, Virginia International Raceway, Homestead, New Orleans, Circuit of the Americas. Driver David Pintaric competed in all twelve events and ended up fourth in the final points standings. The year started off with a first lap incident at Sebring which cost David a lap (and very likely the win) and resulted in a very low finish. Then he put together a string of top finishes which placed him twelve points behind first with only a handful of races to go.

Unfortunately, the last four races of the year included our only two dnfs of the series. The team rallied from a nasty mid-race crash at Homestead to record good finishes at NOLA and CoTA. A fourth-place qualifying position at the Daytona finale was followed with a race effort good enough to easily lock up third place in the championship. But it was not to be. In the latter half of the race the carbon-fiber drive-shaft exploded and we failed to finish. Having only a single mechanical dnf in twelve races speaks highly of the preparation done by the Matt Miller-led Kryderacing crew. Having the failure occur in the last race of the year was painful. Colton Kaisk, Eric Johnson, Brent Walton, and several others did a terrific job throughout the year.

It is also important to point out the improvement shown by driver David Pintaric. A couple of years ago he finished sixth and was honored as the TA Rookie of the Year. The competition has grown since then and improving on that sixth place finish became more difficult with each season. Dnf's for both mechanical breakage and crashes were enough to keep the team out of the top five in 2014 and 2015. But 2016 saw not only a better prepped car, but a faster driver who kept the car out of trouble in the process. David also brought home a 'wounded' vehicle in a couple of the races. For example, at NOLA he drove most of the race with a broken, wobbling steering wheel (which probably had initially started cracking as a result of the Homestead crash).

The team also switched from Corvette bodywork to Cadillac mid-season. This was done with the goal of improved aerodynamics. The car was faster as a result, but the change also came with a few "bugs" which created extra work for the crew.

Do we plan on returning to the TransAm Series in 2017? David has indicated the demands of family and business made the 2016 schedule extremely difficult. The series is expanding to thirteen races next year and David is planning a reduced schedule. He will also pursue a SCCA National Championship and will run selected events to qualify for the Run-Offs which will be held late in September at Indianapolis.

Kryderacing would love to use our experience to help another TransAm competitor, but there would be a few requirements. Our shop workload grew in 2016 and all of our clients expect to return in 2017. Every one of them is targeting the Run-Offs. So, if we were to become involved with participating in another TransAm effort it would require a program which supported required growth of Kryderacing (not a bad thing) without impacting current client programs.

BILL PINTARIC

David's brother, Bill Pintaric, has been a client of Kryderacing for many years. We have maintained a variety of race vehicles for him, most recently a SCCA GT-Lite class Nissan. Bill loves driving it and the car is still very competitive. But the car is similar to most of the GT-L competition in that it was build a couple of decades ago. Being a tube-frame makes it easy to repair and update. Hanging a newer body-style on a tube-frame chassis is commonplace. But many of the drivetrain and suspension parts are original and becoming increasingly difficult to rebuild or replace. Bill has considered selling the car and moving to another class but he still loves this car. If we had to guess, Bill will probably keep the GT-L car while keeping a lookout for something else he can fall in love with.

Following a good run at the 2016 Mid-Ohio Run-Offs he returned to the track in October for a SCCA Divisional. A clutch problem placed him last for Sunday's feature race. But the Kryderacing crew of Jerry Palmer and Lanny Ritz (after a suggestion from TransAm crew member Brent Walton) "MacGyver'd" a fix which saw Bill not only rocket into the lead, but lap most of the field before the race was over.

DOUG WEAVER

After renting a Spec Miata through Kryderacing for a couple of years Doug purchased a SCCA F-Production class Miata for 2016. It was to be a learning year for both Doug and the Kryderacing crew. Since the car appeared to have been well built everyone decided to minimize changes and concentrate of learning the car. Doug had some very good races and easily qualified for the Run-Offs. At the Run-Offs the car experienced a clutch problem during one of the qualifying sessions. The Run-Offs crew of Palmer, Ritz, and Brian Vondran replaced the faulty component and Doug ran a great race. Now you might not think running fifteenth mid-race is impressive, but consider that the first fifteen competitors were nose-to-tail.

Following the race Doug sent a couple of in-car videos for our review. He had been complaining all year about the amount of steering effort required. We had considered a couple of changes but delayed making any of them until after the season was over. The videos showed the extent of the problem, especially when compared with another competitor's video. Ideas for revisions to the steering are being finalized. Doug is also planning a January trip from his home in Canada to the shop to discuss 2017.

BOB MACDONALD

Kryderacing has been working with Bob MacDonald and his Spec Miata for a couple of years. Bob keeps the car in his own shop. Lanny Ritz stops by to help as necessary. At the track Kryderacing supplies a crewperson, usually Lanny (and sometimes Joe and/or Jim Ritz, Lanny's sons). Bob ran a 2016 schedule which would qualify him for the Run-Offs, even knowing his business commitments would make it impossible for him to attend. The Spec Miata class is one of the top two populated SCCA classes and scoring points is difficult. By the end of 2016 Bob was scoring points. The Indy Run-Offs in 2017 is one of his targets.

BRIAN VONDRAN

Brian is another client who stores his own car, a Spec Miata, and does a lot of the shop work by himself. But he asked us to help in 2016 and the program continues into 2017. Brian had sold his previous Spec Miata near the end of 2015, bought a 'better' SM, and promptly lost the engine during the last race of 2015. A massive rebuild during the winter followed. Brian also volunteered as part of our crew at a couple of races and was very helpful. While at December's Performance Racing Industry Show Reed and Sandi plan on researching radios and cool suits to add to Brian's 2017 equipment.

GREG ALLEY

Greg ran mostly Regionals and Divisional in 2016. Frequently these events were opposite a TransAm or something else and we missed them. Greg does turn to us for help occasionally. He also owns two of Kryderacing's previously owned trailers. His business also provides Kryderacing's lawn service. Hopefully we will spend more race weekends with Greg in 2017.

One interesting follow-up to the SCCA weekend programs from 2016 is the social aspect. It seemed as if every time there were two clients being supported at an event there was a lot of fun resulting from simply enjoying each other's company. And if there were more than two the social aspect took on an even higher level. For example, Doug, Bob, and Brian all attended the Grattan Majors. Brian and Doug brought their families. Friday's test sessions were interrupted by heavy rain mid-afternoon and no one wanted to risk any damage to the vehicles. Rather than call it a day and return to hotel rooms, everyone sat around in one of the garages, enjoyed snacks and beverages, and told stories for several hours. We have been working on the 2017 calendars with all of the above clients and they have each expressed a desire to participate in events where other clients are in attendance. Looks like we'll need bigger coolers.

CHRIS DERCOLE

Chris has been racing his V6 Mustang for quite a few years, and in several different classes. He has qualified for the Run-Offs in the past but usually skips it in order to prepare for the following season. Kryderacing has been involved with Chris's program in the past by making modifications and updates to his car. He frequently calls Matt Miller to discuss something mechanical. He also visits the shop to have Reed mount tires while he picks his brain on various topics. Chris has occasionally speculated on switching to a V8 Mustang, but so far we have not heard anything specific regarding his 2017 plans. But if he is like everyone else we'll bet the Indy Run-Offs is being considered.

DAN HARDING

Dan ran both his Spec Miata and his GT-2 class Porsche at each of the previous Run-Offs and we expect he'll also be targeting Indy in 2017. Matt helps Dan a lot with advice and we appreciate Dan displaying the Kryderacing colors on his vehicles. Dan also supplied the rental Spec Miatas Kryderacing has made available to clients in the past. Dan owns three of them and the rental arrangements are expected to continue in 2017. There is actually another venue for a couple of Dan's cars next year. The Sportscar Vintage Racing Association has created a class for the 1.6 liter Miata's of the early 1990's. Dan has two of them.

ROB PIEKARCZYK

We didn't see much of Rob this year until the Run-Offs. This was the first year racing his newly acquired B-Spec class Toyota. He qualified for the Run-Offs by competing in mostly Divisional races (one of several paths to the Run-Offs) and, as in the case of Greg Alley above, we were usually at another racetrack. But Rob was extremely competitive at the Run-Offs and we expect to see more of him in 2017. Maybe he will join the social group (anyone got a great name for the group? – t-shirts might be necessary) if he targets Majors and the Super Tour.

One final note: Rob's dad, Bob, retired from race driving this year. We fully expect to see him in the paddock.

MATT MILLER

Okay, we didn't forget Matt. With all his days spent working at the shop and on the road, we are not sure where he found the time to race in order to qualify for the Run-Offs, but he did. The season started with a plan to race Matt's personal ITS-class Miata RX7 in the E-Production class. The Regional-only ITS class cars can race as National-level EP but usually are not competitive with fully prepped E-Prod cars. Qualifying for the Run-Offs seemed attainable, but not a sure thing. Matt's first race weekend was the Mid-Ohio Majors. There was a Saturday and a Sunday race, thus two opportunities to earn points. Both races presented one of the problems most racers hate to face – weather conditions appeared to be changing and a choice (guess) had to be made between dry or wet tires. Each race saw one weather condition at the start change to another mid-race. Competitors were split in their tire choices at the start. Matt made the correct choice in both cases and finished with better than anticipated results. A later race at Gingerman completed his qualifications for the Run-Offs. Then he almost decided not to participate.

Early in the year when schedules were first being announced there were no conflicts with the Run-Offs. David Pintaric had even decided to add the Run-Offs to his schedule since there was no TransAm on the same weekend. Then schedules changed and the VIR TransAm was opposite the Run-Offs. Matt and David then worked out a schedule sequence which allowed them to do both. All along Matt had anticipated driving an actual EP car in the Run-Offs instead of his slower ITS car. As the year went on David's plans changed and the car Matt planned to drive became unavailable. First Matt decided not to participate in his ITS car. Then he changed his mind.

His Run-Offs week went something like this – take his car and David’s rig to Mid-Ohio the Sunday prior to the Run-Offs, practice and qualify with his car Monday and Tuesday, take David’s rig to VIR on Wednesday, work with David on Thursday before flying to Mid-Ohio that evening, race at Mid-Ohio on Friday before returning for David’s VIR race on Saturday. And it all worked as planned.

RUSS WILSON

One vehicle that resides in our shop and is not raced in competition is Russ Wilson’s 1991 Corvette ZR-1. Most of you know our history with Russ and this car since he bought it new. October 14 was the sixteenth edition of what has become known as WeHo, Russ’s annual event at Willow Springs. Once again it was a tremendous success. Attendance was down slightly, but that was planned due to the event becoming too big in the last few years. We were on “The Streets of Willow”. Virtually all of the past help was in attendance, including John Morton, Matt Miller, and Colton Kaisk. Sandi did her wonderful preparation of lunch. Two people missing were Jim Bishop (previous engagement) and instructor Walt Minalto (collided with a deer while making the trip). One oddity was a Priest driving a Mini. And the Mini was an original variety, not one of the recent BMW production vehicles. And to make it even more strange was the fact it was all-electric.

ROD AND MARY WHELAN

We had the chance to twice visit with these past crewmembers and longtime friends during the past year. Somehow we had an open weekend in the middle of July and were able to travel to Florida for their wedding anniversary. It was a great occasion with all of their family and close friends attending. Later in the year they joined us at the Daytona TransAm races. There are three visits Sandi and Reed always try to accomplish during trips to Florida. Reed’s Mom can be found near Destin in the Winter, Sandi’s Aunt lives near Naples, and the Whelan’s live near Melbourne. We rarely make it to all three on a single visit, but being family, we try as best we can to see at least one of them on each trip.

REED AND SANDI KRYDER

It has been an extremely busy year for Kryderacing. Reed and Sandi spent more days away from home this year than any year since sometime in the 1990’s. We don’t know what 2017 has in store for Kryderacing, but the future looks exciting. We hope everyone enjoyed Thanksgiving and has a great holiday season.

Check www.kryderacing.com for weekly updates.