

# KRYDERACING NEWSLETTER

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**“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”**

2017 has come in roaring. We have added a second TransAm client and most of our club racing clients are excited about this year's SCCA Run-Offs being at Indy. Everyone gave us their preliminary race schedule, but some of them are already making changes. It is going to be an exciting year.

## TRANSAM

The 2017 season kicks off March 5<sup>th</sup> at Sebring. There is already a larger number of TA class cars than in the past few years. There also looks to be an increased level of competition for 2017 with the addition of Al Unser Jr., Willy T' Ribbs, and others bringing some serious vehicles to the TA field. David Pintaric will be back with the Kryderacing maintained Cadillac. He would like to improve last year's fourth place season finish but has several date conflicts which will keep him from doing the full 2017 season. Instead, he will concentrate on individual race wins.

Meanwhile, Philip Di Pippo has joined the team after his purchase of a TA2 class vehicle. Phil has raced in the past, but this will be his first TransAm venture. We will take delivery of the car at Sebring. It should be delivered fully ready to race with the exception of decals, gas, and new Pirelli tires. After Sebring the car will return to the Kryderacing shop.

## SCCA CLUB RACERS

As their preliminary schedules started to come into us it became obvious almost everyone planned on participating in the Indy Run-Offs come September. Even David and Phil wanted to run enough club events to qualify. There could be 10-12 Kryderacing liveried cars in the event. That means we will need massive crew support. Sandi has already reserved a large block of rooms for the week of the races.

We recently had a conversation with SCCA regarding a 'prep shop' paddock area at the event in order to keep all the cars and crew close to each other. Normally 'prep shops' are those which bring a fleet of cars in tractor/trailer rigs and have a group of mechanics work on them under their canopy. We were told some groups try to represent themselves as 'prep shops' when they actually are friends with a desire to paddock together. SCCA said they prefer to keep this program in place for recognized 'prep shops'. We stressed to them the fact our crew members are paid employees in the hopes of being recognized as a 'prep shop' even though we don't have the semi. During the conversation we were told the expected level of participation at the event may greatly exceed available paddock space. SCCA is working on this paddock problem and hopes to solve it without having to limit participation. Until they have a solution they did not want to talk about our desire for 'prep shop' paddock space. It was left that Kryderacing would try to organize it's group of cars into as small a space as possible and submit this proposal at a future date. If you are a client and we haven't talked to you already make sure you contact us for info.

## TIRE RACK STREET SURVIVAL – Sunday, April 23<sup>rd</sup>

Know a teenager who could use this course? Contact us for information.

## SCCA NATIONAL CONVENTION

Sandi and Reed attended the annual Convention in January. A report can be found in the Mahoning Valley Region March issue of "TRACK". Go to [www.mvrscga.org](http://www.mvrscga.org) if you are interested. The Convention was held in Las Vegas. While we didn't win any money our loses were much less than previous visits. Note, neither of us are big gamblers. Losing as much as a hundred dollars during the trip would be very painful.

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We arrived a few days early with the plan of adding a little vacation time during the trip. On Sunday we watched a national level BMX event held in South Point Casino's horse arena. There were over 4,000 entrants and we watched about 100 final events. Each competition lasted 20-25 seconds and the next heat usually started before the current one finished. Competitors were split based on age and sex. Boy and girl groupings started at 7 years old. We heard there was one competitor aged 50+. We also heard there are kids as young as two years old cycling the course in the earlier part of the day. Most run groups had the maximum of eight cyclers. There were fewer tumbles than we imagined there would be, but that might have been because of the 'national' level of competition. It was interesting to watch the difference in how the age groups handled spills. The young kids peddled furiously and quickly got back up and going after a spill; even if they had been run over while on the ground. As participants got older the speed with which they got up and back into competition was notably slower.

On Monday we had an enjoyable dinner with Brian and Marge Ehlers. They have retired to Vegas to be near their two children. We originally met and became friends when Brian worked at Goodyear with Reed. Brian was in our wedding. Since then the Ehler's have moved around the country and even lived in Canada for an extended period of time.

On Tuesday we relaxed and did a little shopping. Wednesday saw us up early and driving to the Los Angeles area to have lunch with longtime friend Russ Wilson. The convention started on Thursday and we flew home on Sunday.

### NELSON LEDGES UPDATE

Nothing much to report at this time. From what we hear things are moving ahead. Paving is possible in 2017. One item which keeps surfacing is the new owner has a strong desire to do everything correctly. He wants no shortcuts and when things are completed there should be no need to go back to correct/redo something. This means there is a lot of planning and research time spent before any work project can actually get started. It is our understanding that testing is possible this Spring on the current surface. Call Fred at the track for information.

### QUOTES TO LIVE BY

"Failure to prepare is preparing to fail."

"Free your mind from worries. Most never happen."

"Guilt should attach only to anyone who remains ignorant in the presence of an opportunity to learn."

### CLOSING COMMENT (Reed)

When I left Goodyear at the end of 1988 and decided to devote 100% of my time to Kryderacing I had a lot of big dreams. Reality soon set in. My professional driving career almost died by mid-1989 because we were losing money faster than it was coming in. But fate stepped in and I had some great years driving professionally through 1999. In all those years since leaving Goodyear Sandi and I experienced many peaks and valleys. Success was frequently a measure of how we survived a disaster rather than achieving business growth or profit. Success was also frequently due to the clients who became, and have stayed, good friends. Kryderacing evolved as the years went by. Changes were usually brought about by finding ways to survive in the racing world. During the journey we always stuck by our slogan of "Helping People Achieve Their Racing Objectives". We will continue to look at ways to evolve while keeping that slogan.

About ten years ago I devoted some thought to what was going to happen as Sandi and I approached what would be retirement age for most people. But a couple of things happened during these last ten years. First, we decided we enjoyed our lives and would continue doing what we loved until health forced us to stop. The second thing which happened is more recent. The last couple of years have seen growth in our client base and 2017 looks to be the best year ever for Kryderacing. To everyone who helped us along the way I'd like to say Thanks for "Helping Us Exceed Our Racing Objectives".

Check [www.kryderacing.com](http://www.kryderacing.com) for weekly updates.