

KRYDERACING NEWSLETTER

VOLUME 30, ISSUE 2

October, 2017

“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

This Kryderacing newsletter was initially started back in February. Things got busy and notes were added as time went by. There were frequent efforts to actually issue a newsletter, but it never happened. During the year we added a TA2 client in TransAm. We recorded podium TA finishes of 2nd and 3rd. The TransAm Caddy was prominent on the Indy program and event poster. Members of the Kryderacing team visited numerous race tracks and events with our clients. There were wins by several drivers. Instead of itemizing each event we have decided to concentrate on the SCCA National Championships at Indianapolis. Nine of our clients originally entered.

But before we get started I have a question for drivers. Recently I was asked my opinions regarding the material used in race track gravel traps. Did I prefer pebble size gravel or sand? Personally, I prefer no trap. But I didn't have any opinion concerning the actual inquiry. Help me if you can. I would like opinions based on actual experiences. Thanks.

David Pintaric: Let's start with the Champion. At the start of the 2017 season David found his schedule would not let him compete in the complete TransAm season. So he spent the year splitting his race weekends between TransAm and SCCA events. David wasn't the only TransAm driver qualified for the Run-Offs. There were several others, including TransAm race winners Cliff Ebben and Mike Lewis. Winning a national championship would not be easy. David led qualifying three of the four days and started on the pole. He led into turn one at the start while Cliff was hit by another competitor and fell to last place. David and Mike raced nose-to-tail for several laps before David started to edge away. Meanwhile, Cliff (the 2016 Champion) was charging through the field. Cliff caught Mike as David started to lap slower competitors. The battle for second was intense and the gap to David started shrinking. With two laps to go the gap was around a second, but David now had a clear track and pulled away to take the victory. This was David's second national championship, following a Super Touring class victory with his Viper at Road America several years ago. The entire team was jumping in celebration and several were crying for joy. There are photos of the entire team kissing the yard of bricks at the Indianapolis start/finish line. Wow, what a feeling!

Bill Pintaric: Bill had had mixed results during the year with his GTL class Nissan. Wins and dnf's were amongst his finishes. As the Run-Offs neared Bill decided to withdraw. He probably would have been a top finisher but he had a new house being finished, an ill father to worry about, and probably a few other issues we are unaware of.

Rob Piekarczyk: Rob also had a mixed year with his B-Spec class Toyota. The worse that happened was when he was t-boned during the GingerMan race weekend, his last event before the Run-Offs. The car appeared totaled. But it was put back into racing shape, only to be crashed into by another competitor during an early Indy test session. After frantic work he qualified fourth in a very competitive field of car. Getting through turn one on the first lap determined finishing positions in many of the races. Rob left turn one in fifth and finished the race in fifth. We did hear Rob was to be interviewed regarding how young people can become involved in racing. He planned to wear his Kryderacing cap and shirt.

Dan Harding: Dan entered both a GT2 class Porsche and a Spec Miata. Dan also races at one of his local Ohio stock car ovals. He is typical of most of the 969 competitors at this year's event. This was the first year the Run-Offs were held at Indy and it seemed as if everyone wanted the experience. The entry broke the old record of 709. Anyway, Dan wasn't there dreaming of a victory as much as saying he raced at Indianapolis. Which he did – twice.

Bob MacDonald: Bob entered his Spec Miata. He was one of almost 90 entries on a track limited to 72 cars maximum due to rules concerning circuit length. Spec Miata was one of two such oversubscribed classes. In order to give everyone an opportunity to actually race at Indy the SCCA split these groups in half for Monday through Wednesday qualifying sessions. On Thursday the fastest 60 had a final qualifying session while the remaining cars had a 15-minute 'last chance race'. The top 12 finishers in the 'last chance race' would advance to Fridays Championship 19-lap event.

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Bob was struggling to make the top 60 all week. On Thursday morning a tuning problem was discovered and corrected. We all had high hopes Bob would advance from his 18th starting spot in the 'last chance race'. He was advancing and might have made it without a little 'help' from another competitor resulting in a spin and low finish. While disappointed, he felt good about his participation in the event.

Brian Vondran: Brian was another Spec Miata driver Kryderacing was helping. His qualifying position was in the low-50's range during the Monday and Tuesday qualifying sessions. However, Wednesday's weather was cooler (it had been in the 90's earlier in the week) and everyone went faster. Brian also went faster, but traffic in the short session kept him from going fast enough to remain in the top 60. He started 5th in the 'last chance race' and should have easily made the cut for Thursday's championship event. Going into turn one at the start another competitor behind Brian was rammed, resulting in that car hitting and spinning Brian. Our 5th place starter now found himself last. Brian charged through the field and after a few laps found himself battling for a top-12 position. Unfortunately, he was hit and spun again. He quickly regained pavement but all hope of advancing to the championship race was over. He did manage to turn the fastest lap of all the competitors in the race and as a result held the Spec Miata lap record until the following day's race. It was a great effort by Brian.

Doug Weaver: Doug was also driving a Miata. But his car was a 'limited prep' vehicle running in the F-Production class. Doug had been running well during the season, including a win at a Road America Majors. Along the way he also had been experiencing several problems related to the transmission. Preparation for Indy was extensive and somewhat expensive. Numerous suspension pieces showed extensive wear and needed replacing. And when we were pushing the car from the shop door to the trailer one of the few remaining suspension components broke. More new parts were installed at Indy. Time was also spent at Indy retuning the engine on a chassis dyno. F-Production is a very competitive class and Doug qualified in the top dozen. Things looked promising for his race. But he called on the radio during the first lap to inform us the transmission had once again broken. He continued, but with no third or fourth gears he wasn't competitive. This was a very disappointing result for everyone on the team. Doug and his car are fast enough to challenge for a top spot. It just didn't happen. After the race he inspected a new style transmission which should become available sometime next year. It is expensive, but so has been his experiences with the current unit. With the Run-Offs being conducted in California next year he will probably keep his racing local. He has all winter to make some decisions regarding transmissions.

Matt Miller: Matt was amongst the majority of Run-Offs participants who saw little chance of winning a championship, but wanted the opportunity to race at Indianapolis Speedway. Matt and his Mustang ran mid-pack in a large and competitive T4 field of competitors.

Crew: The logistics of this event from a Kryderacing standpoint were extensive. SCCA helped with two great paddock locations for our prep shop. The spots were close enough we could easily walk from one to another. Sandi reserved a large number of rooms early in the year. As the event neared she was constantly making updates to the 12-day stay. The all-week crew consisted of Matt Miller, Colton Kaisk, Eric Fiest, Brent Walton, Lanny Ritz, and Josh Anderson. Erik Johnson joined us mid-week. They all did a fantastic job. The crew spent several evenings enjoying dinners and socializing with each other. One very relaxing evening was at Doug and Brian's hotel's courtyard eating burgers, hot dogs, and drinking beer at our own private cookout. One advantage of such a large crew was having several spotters radioing in from locations all around the circuit for each and every session when drivers were on course. The actual assistance from radio contact was minimal, but the knowledge from knowing we were there should have been comforting to the drivers.

2018? Wait, 2017 isn't over. We have our annual visit to Willow Springs, the TransAm finale at Daytona, a Tire Rack Street Survival, and the Performance Racing Industry Trade Show in Indy yet to attend. Hopefully all of our clients are starting to plan for their 2018 seasons. Kryderacing would like to get started early on "Achieving Their Racing Objectives".

"Life is either a daring adventure or nothing."

Check www.kryderacing.com for weekly updates.