

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

MERRY CHRISTMAS AND HAPPY NEW YEAR

2017 PERFORMANCE RACING INDUSTRY TRADE SHOW

Several of us attended the 2017 show. It was the 30th anniversary of the event. Sandi has attended all thirty. Sandi and Reed spent most of the three days checking out some new stuff and visiting with numerous friends, both at booths and in the aisles. Reed renewed acquaintances with Reeves Callaway at the introduction of the Callaway GT3 Corvette for Pirelli World Challenge racing. Reeves and Reed's paths crossed many times years ago and they spent several minutes recalling some of those events. Two of his new cars will run as a factory effort in 2018 with customer cars available in 2019. The car has already been running in Europe and it will be interesting how it fares in the U.S. While at the booth we also visited with Jim Jordan. Jim has been working with the PWC lately and told us he expects a lot of GT4 cars for the coming year.

We met Jason Haines and found out he is no longer working at Lingenfelter. Jason was instrumental in a lot of the work done on Russ Wilson's 1991 Corvette ZR-1 engine. He told us parts are getting harder and harder to find, and more expensive when found. Several people are hoarding parts. We have saved almost everything which has ever been removed from Russ's car.

While visiting Russ Bradford at the Sunoco booth we admired the beautiful Sunoco Lola T70 on display from the late 1960's Can-Am era. Russ informed us it was obtained through efforts from Tony Parella, the owner of SVRA and as of last year a new owner of the Trans Am Company. Sunoco will be the official fuel of Trans Am starting in 2018.

We visited Ashley Page and other friends at Pro-System. They have been extremely helpful with our Trans Am efforts and it looks as if they will continue to help us go faster and brake better.

Another brake expert we visited was Mike Puskar at CarboTech. CarboTech has been associated with Kryderacing for many years and we look forward to continuing the relationship. CarboTech pads and Mike's recommendations work terrific.

We had some rebuilding and refurbishing questions for Coleman, Intercomp, Advanced Racing Suspensions, Optima Batteries, Racing Radios, and a few others. We have used their products throughout the years. In most cases we got our questions answered. A couple of times we were given phone numbers to call for discussions with specific experts.

We visited with friends and fellow Trans Am racers at the Advanced Composite Products and Stahl headers booth. ACP manufactured the Caddy TA bodywork we use and they have several other projects in the works. Reed asked the Stahl person if they still made headers for the old Datsun/Nissan 6-cylinder L-series engines. They said they had sold that particular item to another company years ago, but that company doesn't appear to exist anymore. They still get a couple of requests for these headers every year. Reed told them they could reverse engineer one of his sets if they desired.

There were many other places we stopped to look at their products. And we acquired several magazines and catalogs along the way. Fortunately, there has been a gigantic reduction in the amount of printed material everyone used to acquire years ago, thanks to the invention of the internet and company websites listing the products and services.

Matt Miller and Eric Fiest were also at the show representing Kryderacing. They concentrated on work currently being done or planned for two Trans Am and several SCCA clients who depend on Kryderacing and our services.

2017 SCCA GT1 Championship Party

Champion David Pintaric invited the entire Kryderacing crew and associated clients to a fantastic dinner party hosted by him and his wife the first part of December. Everyone had a great time and several photos were taken with David and his trophy. We also saw a special room of David's for the first time in a couple of years. One wall in this room has a mural painting. Its background is based on the outside of Seibkens (Elkhart Lake) with life-size paintings of several of his hero drivers added. A few have been added since we last saw the wall.

2018 Trans Am Schedule:

March 2-4	Sebring (with SVRA)
March 29-31	Road Atlanta (with SVRA)
April 13-15	Homestead
June 1-3	Detroit (TA2 class only)
June 15-17	Indy (with SVRA)
August 3-5	Pitt Race (TA, TA3, and TA4 classes only)
August 9-11	Mid-Ohio (with NASCAR)
August 23-25	Road America (with NASCAR)
September 7-9	Watkins Glen (with SVRA)
September 21-23	Virginia International Raceway (with SVRA)
November 1-3	Circuit of The Americas (with SVRA)
November 8-10	Daytona (with HSR)

Other 2018 Schedule items:

January 18-20	SCCA National Convention, Vegas (Reed and Sandi attending)
March 17-18	Road Atlanta SCCA Majors (possible testing for Trans Am cars)
April 7 or 8	Possible Kryderacing test day at Nelson Ledges
April 28-29	Summit Point SCCA Majors Road Atlanta "Mitty" (Datsun/Nissan is featured marque) Nelson Ledges AutoInterests
April 29	Mahoning Valley Region Tire Rack Street Survival at Boardman Park
May 5-6	Mid-Ohio IMSA Blackhawk Farms SCCA Majors
May 12-13	Pitt Race SCCA Majors
June 1-3	Mid-Ohio SCCA Super Tour
June 9-10	Nelson Ledges SCCA Divisional/Regional (Neohio Region event)
June 14-17	Road America SCCA June Sprints (Super Tour)
June 22-24	Watkins Glen SCCA Super Tour
June 23-24	Nelson Ledges AutoInterests Mid-Ohio SVRA
June 30-July 1	Nelson Ledges ChampCar (formerly ChumpCar)
July 7-8	Pitt Rave Vintage
July 14-15	Mid-Ohio SCCA Divisional Pittsburgh Vintage at Schendley Park)
July 28-29	Mid-Ohio Indy Road America SCCA Majors
August 4-5	Mid-Ohio SCCA Divisional)
August 11-12	Pitt Race SCCA Divisional/Regional
September 15-16	Nelson Ledges AutoInterests Watkins Glen SCCA Divisional/Regional
September 29-30	Nelson Ledges SCCA Regional (MVR Region event)
October 13-14	Mid-Ohio SCCA Divisional
October 19-21	SCCA Run-Offs

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Nelson Ledges Updates

If you looked closely at the schedules shown above you will have noticed a few dates scheduled at Nelson Ledges Road Course. When it re-opened for business early in 2017 it looked as if very little work had been done. In actuality, a lot had been done, it just wasn't visible. As the year went on the first visible major improvement was when the track was completely repaved. The new surface was fantastic (Reed drove on it shortly after it was finished) and people started to get excited.

But this update to the facility (which everyone had been asking for over many years) has brought out one of the problems the new owner faces. There are always a few critics who are never happy. One complaint heard was the drop-offs at the edge of the new track surface were too severe since no curbing had been installed during the repave. When we first heard these complaints coming through the rumor mill a couple of them were presented as if the new owners didn't understand how to properly do things. Nothing could be further from the truth. The originators of these complaints are the type of people who will never be happy until the entire facility is 100% complete. Even then they would still find something to voice their displeasure with. What they fail to understand is the plans for Nelson Ledges are progressing at a slow rate because the owner wants things done right. And when things are done right there is no rush to get everything done overnight. Would you rather wait years for a completed facility or get back on the track while improvements continue? Regarding the curbs: there has been lengthy research done into what is best. Curbing is coming. There is a lot more work continually being done in the development, planning and researching stages. My suggestion to everyone who has opinions is to let your feelings be known to track management. But do it from the standpoint of what you would like to see and why, not by complaining about what you don't see. Our personal experience with both Fred Wolfe and Brian Ross, Jr is they are very open to suggestions, especially if they are presented in a discussion type of environment. During our conversations with them we have come to realize the complexity of rebuilding Nelson Ledges Road Course is much more extensive than any of us could ever imagine.

You can find a new website on the internet. It is www.nelsonledgeshistory.com. As this is being written there is nothing on it. But keep checking. In the near future there should be some items, including how to get your stories posted. And please send us submittals or contact info for people who may have stories to submit. Reed has an information attachment he can send you. This submittal info will also be one of the first items on the new website.

QUOTES TO LIVE BY

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

"The human brain is a fragile instrument, easily damaged, easily perverted."

"The object is to get things done, not state why they cannot be done."

"There is no limit to what a person can do or where they can go if they don't mind who gets the credit."

"If you are ever wondering whether you should do something which seems unethical, the answer is easy. You should not. When you should, you don't wonder."

CLOSING COMMENT (Reed)

The following has nothing to do with cars or racing. Constantly watching the news today is a lot like being hooked on soap operas. Simply trying to explain that comment could take a long time. But, I do want to comment on one item. In the past few weeks there has been an absolute flood of sexual harassment and misconduct claims. When proven true, appropriate action should be taken. When not proven, let "innocent until proven otherwise" be our guideline and the path we follow. Regardless of your feelings on all the 'sexual harassment' stories in the media, I believe the last quote above is a good personal guideline. Go back and read it.

Check www.kryderacing.com for weekly updates.