

KRYDERACING NEWSLETTER

VOLUME 31, ISSUE 2

September, 2018

"HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES"

VISIT TO AN OLD FRIEND

First, a little history. Sandi and Reed married July 10, 1971. A few months earlier they had ordered a new Datsun 240Z. It arrived in time for them to enjoy their honeymoon driving between several Canadian cities. As the next few years passed they discovered autocrossing. The yellow Z won many trophies for each of them. 1974 was extremely successful, to the extent of thinking "it's time to try something different". The decision was made to go SCCA road racing. Reed raced the car frequently between 1975 and 1978. Larry and Marge Ritz were our crew and Larry even raced the car in several events. Sandi was always there and plans were made for her to go to Driver's School in the fall of 1978. But Reed had a stub-axle failure at Bridgehampton in September of that year and damaged the car. A decision was made to sell the car and move on to something different. Sandi never made it to driver's school, although she reconsidered the possibility several years ago when her and a couple of other females thought of trying a "Lemons" event.

A racer from Rockford purchased the car in the middle of the following winter. He and his brother raced it many times over the years. He never sold it, but several times mentioned we would be the only people he would sell it to. Along the years both he and we acquired and raced several other vehicles.

We decided to visit our old Z back in June. The current owner has maintained it quite well with only a few changes along the way. The paint is faded and there are signs of minor rust on suspension pieces. The body appears to be in good shape. Basically, it looks old (it is) but not worn out and it is still ready to race. When asked what he wanted for it he asked what we would be willing to pay. Discussion ended.

Sandi and I discussed it over the next couple of weeks. Sandi says it is only okay if we restore it to the condition it was in when we took our honeymoon. This would be a monumental task. Reed emotionally wants it but would find trouble with storage space and the hours to work on it (finding time to restore the old IMSA GTU Nissan is difficult). As a result, we made a low-ball offer with some room for negotiation based on delivery point. The ball is now in the current owner's court.

TRANS AM HAPPENINGS

It has been a very interesting year for the TA class. David Pintaric is a consistent top-five competitor at every race with his Cadillac CTS-V. David lies fourth in points and the margins between him and others are small. There are no wins at this point and everyone is anxious to get one. The improvement shown by David and the Kryderacing team is noticeable when viewed in the context of the competition. When compared with competitors from a couple of years ago David has gone from chasing them to them chasing him. He would probably have a couple of wins this season and be leading the championship except for the fact the TA class has attracted several new, and extremely competitive drivers. So, David and the team have made major improvements, but the series has also attracted new talent. We aren't far behind and fast times in sessions along with a front row start show we are close. We will keep improving.

Remaining on the 2018 TA schedules are Watkins Glen on September 8th, VIR on September 22, COTA on November 4th, and Daytona on November 10th.

What about the TA2 car we were campaigning for Phil Di Pippo? Phil decided to back off his TA2 program and moved the car to a shop near his Long Island home. He did reappear at the recent Road America event and we expect him to compete during the upcoming Watkins Glen weekend. We miss him, but we don't think the program turned out to be as he or us projected at the start of 2017.

OTHER "CADDY" ACTIVITY

David has also competed in a couple of SCCA amateur events at Mid-Ohio and Pitt Race. While the main goal was testing the TransAm car there was a secondary agenda – setting lap records. Pitt Race was the first to fall to David. Mid-Ohio didn't come as easy. After qualifying well under the record on Saturday the racers found themselves behind a pace car for most of the race and David never had a chance to warm the tires. Lap records are only official at Mid-Ohio if they occur during a race. David returned to Mid-Ohio in Mid-July and established a new lap record on the amateur course. He may return to a similar event early October to attempt setting a new record on the pro course. And, of course, to test for the final two TransAm races.

BILL PINTARIC

Bill is still campaigning his GTL class Datsun, but problems related to the age of the vehicle continue to arise. We tested the car at Nelson Ledges late in May but didn't race until the first weekend in August due to engine problems. The August Mid-Ohio event started okay but a rocker arm problem with the rebuilt engine soon put a halt to track activity. Sandi went back to the Kryderacing shop to find parts from previous engines while Reed and Brent set to work on the engine. Work was completed in time for Sunday's race, which Bill easily won.

We don't know what the future for this car is. Bill loves driving it but the GTL class is dying. Vintage is a possibility and Bill is also considering alternate classes/vehicles.

SPEC MIATA

Kryderacing participation in Spec Miata this year has been interesting. Last year Brian Vondran and Bob MacDonald both qualified for the SCCA National Championships held in Indianapolis. This year's Championship is in California so both drivers have decided to compete more on a local basis.

Bob MacDonald has competed at Gingerman, Pitt Race, Watkins Glen, and Mid-Ohio. At several of these events he has run both Spec Miata and Super Touring Lite classes. He has also done some testing at both Mid-Ohio and Nelson Ledges. Lanny Ritz has been the primary Kryderacing crewperson assisting Bob.

Brian has also tested at Nelson Ledges, raced at Watkins Glen, Mid-Ohio, and Pitt Race. He also liked 'double dipping' by entering both SM and STL classes. While both Brian and Bob have both won STL races so far this season, SM wins still elude them.

Meanwhile Greg Alley and Mike Belopotosky have been campaigning earlier model Miatas in both SM and ITA classes. Mike usually out-qualifies Greg, somehow falls behind early in the races, only to finally get back in front before the end. It's almost as if they planned it.

Greg let Reed drive his car in the one-hour endure at Mid-Ohio. It was a blast.

WHO DID WE FORGET?

Kryderacing Crew Chief Matt Miller has been racing his Mustang in the Touring 4. Rob Piekarczyk has been running his B-Spec car. Rumor has it Rob may change classes (but not car) for 2019. Chris Dercole has had his Mustang circulating several tracks.

CHAMPCAR AT NELSON LEDGES

On June30-July 1 organized automobile racing returned to Nelson Ledges Road Course. Champcar, formally known as Chumpcar had a sizable field of competitors for their 24-hour endure. Bob MacDonald, Brian Vondran, and Kryderacing crew member Eric Fiest were all competing with different teams. They all were running at the end, although Eric's car was suffering from severe damage due to its attempt at flying after being hit by another competitor. Brian's car had an early rearend failure. Matt Miller helped in finding replacement pieces and performing the swap.

NELSON LEDGES ROAD COURSE

Nelson management was very nervous prior to and during the above event. There were a couple of minor problems during the event. Most were related to running something for the first time. For example, someone had cut the cables for the timing loop. Repairs were made and the event was held on one of the hottest weekends of the year. When it was over everyone called it a success. The new pavement and curbing held up remarkably well.

On August 15th Reed took Russ Wilson's ZR-1 Corvette to the track for some testing. The last time out was a year ago, one week after the track had been paved. There were no curbs at that time. The Vette was run only a few laps then and parked. This time there were several items which needed testing prior to its annual visit to Willow Springs in California. All went very well and Reed was impressed with the curbing which had been added since last year. It is also amazing how smooth and fast the new surface makes the circuit and the curbing seemed perfect, at least for a big, fast car like the ZR-1.

TRACK-FIRST

We visited Track-First the other day. It has been a while since visiting their store. As a matter of fact, this was our first time at their new location. Kryderacing's involvement as a store selling safety equipment peaked many years ago when we had a storefront at Nelson Ledges. Our main focus today is servicing clients with their race cars. We'll still help people find what they are looking for, but a visit to Track-First might show you something we don't offer. They have a wide selection and up-to-date information.

REMAINING 2018 SCHEDULE ITEMS

Sept. 4	Mahoning Valley Region/SCCA meeting
Sept. 8	Watkins Glen TransAm race
Sept. 12	Tim Wing Program at Nelson Ledges (call Reed for info)
Sept. 15-16	Nelson Ledges Auto-Interest
Sept. 15-16	Watkins Glen SCCA Dvisional
Sept. 22	VIR TransAm
Oct. 2	Mahoning Valley Region/SCCA Meeting
Oct. 10	Tim Wing Program at Nelson Ledges
Oct. 13-14	Mid-Ohio SCCA races (lots of Kryderacing participation)
Oct. 26	Annual Willow Springs track day event (contact Sandi for info)
Nov. 4	COTA TransAm
Nov. 10	Daytona TA
Dec. 6-8	Performance Racing Industry Show

QUOTES TO LIVE BY

"History is best left in the past, so that it does not interfere with our daily lives."

"However good or bad a situation is, it will change."

"Imperfections are just steps to soul growth and becoming an empowered being."

CLOSING COMMENT

Colton is a Kryderacing employee. Like every crew member associated with Kryderacing, he brings certain skills which differ from those of other crew members. Each Kryderacing crew member has certain skill areas which place them at the head of the list when certain jobs need to be done. Harmony is the key to their working together. However, the following comment has nothing to do with Colton's wrenching abilities. Over the years we have learned he also does something we wish most people would do. When he hears something on the news or sees a commercial voicing an opinion he does not immediately accept it as fact. He actually gets on his computer and does some research. For example, we have found him a good source of actual facts when we get confused by commercials telling us to vote one way or another. Most people believe what they want to believe and never look any deeper. In other words, they make an emotional conclusion. Colton does some research. Regardless of your political leanings, don't you think every voter should take his type of approach? Enough said.

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