

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

It has been some time since we issued a Kryderacing Newsletter. It is easy to use the excuse we have been too busy. And that is partly true, but not for the normal reasons. The real reason is Reed and Sandi have rediscovered their passion for working on the old IMSA GTU racecar. It sat idle for nearly twenty years. Occasionally during those years small amounts of work was done. A few years ago the frame was freshly powder coated. It looked great, but work remained at a crawl. As of the December, 2018 it was in our garage, sitting on jack-stands with only a couple of suspension pieces attached. But then something happened.

2019 is the 50th Anniversary for IMSA, the series the car was designed for, and ran in for almost a decade. Last winter it was announced the August, 2019 Monterey Re-Union would honor this anniversary. We quickly made inquiries as to whether we could be invited. Information was sent regarding the history of the car, and Kryderacing. After several months of waiting we were informed the entry level had been enormous and unfortunately our car was left out. We did receive passes for the event.

Meanwhile we had started rebuilding the old car. It was moved to the Kryderacing shop where it was warmer and Reed could work on it during the day rather than freezing in our garage at night. There was also crew help for some of the heavy lifting, fabricating, and solving problems. And did we ever find problems.

The car was originally built in 1990 and ran its last IMSA event in 1999. During that time period it had four different front 'clips', three different rear 'clips', and two different body styles. It was also converted from carbs to fuel injection during that time period. Needless to say, many changes were made to auxiliary components, routing of fluid lines, and electrical wiring. When we decided to return to car to its original 1990/1 configuration little did we know just how much had changed over the years. For example, there was at least four very different oil cooling designs. Prior to the switch from carbs to Motec fuel injection we had changed from separate gages on the dash to a Stack dash with warning lights, etc.

Most of these changes were made during the course of the ten years of IMSA competition. We had documented changes and had photos but it seemed like whenever we ran into a serious what/when/how dilemma we could not find specific information, only vague clues. Needless to say, progress has been slow. We probably spent less time building the original configuration in 1990 then we have already invested in the rebuild.

Since we could not aim for the August Re-Union we readjusted the target to the September 5-8 Watkins Glen TransAm/SVRA weekend. A couple of months ago this looked very reasonable. It still does, but the project continues to progress slowly. It would be nice to test somewhere prior to the Glen event in order to make sure everything works. Some of the components (engine, trans, differential) have not been touched internally since 1999. We can replace/rebuild them but time is running short. Adding to the time crunch is the fact the Glen weekend is the fourth TransAm weekend in a six week stretch. The shop will be very busy during August.

There are possibilities for events later in the year, but they all have their own conflicts or other issues making them unlikely. If we have to bail on the Glen the next real possibility would be the Sebring weekend in 2020. We are still targeting Watkins Glen and will keep everyone posted on any changes.

2019 to date

Reed and Sandi started off the year with a trip to the SCCA National Convention in Las Vegas. The highlight of the Convention for us was the induction of John McGill into the SCCA Hall of Fame. John had played a major part with anyone associated with Nelson Ledges Road Course for more than a quarter century. He helped Kryderacing in numerous ways. During the trip we also had enjoyable visits with some people who participated in our wedding back in 1971. Brian and Marge Ehlers live in Henderson, Nevada and having dinner with them while at the Convention is always enjoyable. Jeff Nash was 'Best Man' in our wedding. He and his wife (Mary Ann) retired to Scottsdale, Arizona. They have a beautiful home, but we were concerned when we heard the story of Jeff having coffee one morning while a rattlesnake lounged underneath the nearby table.

We also visited with another couple we had not seen for years during NeOhio Region's Annual Banquet in the Cleveland area. Several years ago NeOhio started recognizing significant past members with their own Hall of Fame. We had not seen Cat Kizer for several decades. Reed co-drove in endurance races with her and others prior to her and husband Dave moving to the west coast area. Cat was being honored for her SCCA National Championship in H Production and receiving the Presidents Cup following that win at the Run-Offs. Cat was the first female to win a SCCA national championship in the Run-Offs era. During her acceptance speech she mentioned David's contributions and also said he is the only person to have been the Run-Offs crew chief for two separate President's Cup recipients.

We haven't missed a TransAm race yet this year, but the season hasn't been going as trouble free as last year. David is still fast and the crew always gives him a capable ride. Mechanical problems and minor mistakes have kept him from repeating his Daytona victory from the end of last year. For example, during the recent trip to Laguna Seca the clutch pedal stop broke off early in the race. Normal shifting is done without this pedal so it should not have been a problem, except for the fact a sizable piece of metal was rolling around on the floor and finding different places to be when David used the throttle or brake pedal. It did lead to one spin which took him out of contention for a podium finish. The 2019 schedule has included trips to Sebring, Road Atlanta, Laguna Seca, and Lime Rock Park. Left on the schedule are Indy, Mid-Ohio, Road America, Watkins Glen, VIR, CoTA, and Daytona. That's a lot of TransAm races left on the 2019 calendar and everyone is working hard.

David is also looking at returning to the SCCA National Championships. This year's location is at Virginia International Raceway. He has already qualified in the GT-1 class (same car as the TransAm Caddy) after racing SCCA Super Tour events at Road Atlanta, Virginia International Raceway, and Mid-Ohio. The Run-Offs at VIR will be held October 8-13. It is likely we will miss a TransAm race or two if we participate in the Run-Offs.

Earlier this year the TransAm organization made an offer to sponsors of competitors regarding discounts for an ad in their (and SVRA's) quarterly magazine. Thanks to several people and Bob MacDonald's Impact Communications company the Kryderacing ad was submitted late in May. The next issue of the magazine is due early July.

During the pursuit of photos for the above ad we decided something from Geoff Hewitt related to our IMSA GTU vehicle was needed. Prior to his retirement Geoff was a regular photog on the IMSA circuit. Since he lived a few miles from our house we became friends. Geoff took a lot of photos of our car. And he passed them along. We had previously received permission to use some of them in promotional material while racing IMSA. Since we hadn't talked with Geoff for a few years we gave him a call and asked if we could still use a photo or two. He said it would be okay with him EXCEPT he had sold his entire racing collection (over a quarter of a million photos) to the Revs Institute in Naples, Florida a couple of years ago. They now owned the copyright and would have to authorize permission. Geoff said he doubted they had had time to sort through everything. But when I contacted them, they sent me a complete file of the 100+ photos of our car taken by Geoff. We received permission and one of Geoff's photos is in the ad.

Less than two weeks after we talked with Geoff we received word of his passing. We knew he had had some health problems in the past but during our phone conversation he sounded healthy and we talked about getting together. A lot of the people reading this newsletter knew Geoff. We're glad the Revs Institute has his photos. It would have been a shame to have lost them.

With regards to other racing: Bob MacDonald, Brian Vondran, Matt Miller, Rob Piekarczyk, Eric Feist, Dan Harding, Greg Alley, Chris Dercole, Mike Belopotosky, have all been busy racing. Bill Pintaric is scheduled for an August Mid-Ohio event. Reed has once again been offered the opportunity to co-drive Greg's Spec Miata during an enduro at Mid-Ohio in July.

Mahoning Valley Region of the SCCA held its Tire Rack Street Survival at Boardman Park during the Spring. Once again it was well received and a lot of people (participants, parents, and volunteers) left with big smiles on their faces. MVR looked for a Fall date but nothing was compatible. Looks like the next event will be in the Spring of 2020.

Left over from last year - 2018 PERFORMANCE RACING INDUSTRY SHOW

For the 31st time Sandi attended the annual PRI Show held early in December. Reed has missed a couple due to other obligations, but Sandi has been there since the very first show. She says the main reason for attending it is to keep her 100% attendance record going. Kryderacing shop personnel Matt Miller, Colton Kaisk, and Eric Fiest were joined by crew members Eric Johnson and Lanny Ritz as they all wandered the Indianapolis Convention Center halls chasing specific items and looking for new stuff of interest. Several Kryderacing clients and numerous friends were also in attendance.

Years ago Reed and Sandi would spend three days wandering the aisles looking for products which would benefit our racing program and things we could sell at the Nelson Ledges Road Course store. The size of the show has grown significantly both in the number of exhibitors and people attending. Nowadays we have a targeted group of companies we plan to meet with and a list of longtime friends we want to visit. We try to get everything done in one day, but usually need to go back for a while early on the second day.

Below is a partial list of activities covered by just Reed and Sandi:

* Stopped by the Power Media booth to thank the film crew who shot and produced the fantastic TransAm footage of David Pintaric and the Kryderacing Team during the 2018 Mid-Ohio TransAm weekend. The camera guys were usually busy elsewhere in the Convention Center doing other work. We did get to express our appreciation to others with Power Media. If you haven't seen this 15-20 minute film go to one of several websites and look for it. Kryderacing, TransAm, and Mahoning Valley Region are just a few of the sites where it can be found.

* Ashley Page and the guys at Pro-Systems have been a terrific help to our TransAm effort the past couple of years. After visiting with them we suggested to Bob MacDonald that he check out their paint kit for brake rotors. They tried to interest Bob in some of their brake pad products but Bob already has a great relationship with CarboTech. Kryderacing has been a strong supporter for many years of Mike Puskar and his CarboTech products.

* For many years Kryderacing handled the Sunoco gas sales at Nelson Ledges Road Course. Bazell Fuels was the distributor and Russ Bradford was who we called when we needed product. There have been many changes at Nelson in the past few years and neither Kryderacing nor Sunoco are currently selling gas at the facility. A few years ago Russ moved to an important position within Sunoco's race fuel group, which just so happens to be the TransAm gas supplier. We make it a point to stop by and talk with both Russ and Brian Bazell while at the show.

* Sometimes you stop by a booth and find other people of interest stopping by at the same time. We stopped by the Hoosier booth, mainly to inquire about next year's Spec Miata tires. Others stopped by before we left and we became involved in conversations regarding racecar rentals and discussions regarding relationship problems between race track owners and SCCA Regions. We found out Nelson Ledges is not alone.

* A similar, but longer stop than planned, occurred late Thursday afternoon at the SVRA booth. While waiting to talk with Tony Parella we visited with Peter Cunningham, Lynn St. James, and several others.

* Kryderacing has had a long and great relationship with Racing Radios. This year our visit with them started the night before. We were looking for a seat at the hotel bar and were invited to join them. Over beers we discussed one of our client's desire to order a complete radio set-up for his Spec Miata. Seems there was a little misunderstanding when he originally had asked for a quote. He called them following the show, mentioned Sandi's name, and everything was worked out.

* We visited the people who create the National Speedway Directory to see if they were up-to-date with Nelson Ledges info. Their info wasn't even close to correct. Sandi has passed along a message to the track with contact info for these people.

* Coleman has supplied custom built brake rotors for our cars when we ran in IMSA and also for the front on Russ Wilson's Corvette ZR-1. Russ's car needs new discs. While three separate orders have been placed in the past, the last one was a dozen years ago. We found out who to call to see if the records (dimensions) of the previous orders still exist and discussed a backup plan if they don't.

* Advanced Racing Suspensions rebuilt the shocks for Russ's ZR-1 last summer and we stopped by to tell Cory Fillip the improvement in the car's handling was very noticeable during our visit to Willow Springs last Fall.

* We always collect a couple of magazines we don't regularly read. And we re-upped with "Racecar Engineering". Once again we inquired as to whether we could use our AMX credit card. Several years ago we had subscribed using our AMX card, only to receive notice a couple of months later that they did not accept AMX. By the time we supplied alternative payment we missed most of a year's worth of magazines. We told the people at the booth about this problem and they reassured us they now accepted AMX. A couple of months later we received a "no AMX" letter. Haven't subscribed this time.

* We visited with Mike Duncan and his brother. Mike owns our original Datsun 240Z racecar. We had made him an offer last summer for the car. The offer was probably less than what it was worth. There is an emotional attachment but we have nowhere to put it and no time to work on it since we need to rebuild the IMSA Nissan GTU during the next few months. Maybe in the future things will change and we will be able to reach an agreement with Mike. Meanwhile the prices of Z cars will keep rising.

* We met Tony Parella and John Clagett on separate days. Both discussions centered around their running of the TransAm Series and its future. Topics were totally different. It appears the series is in good hands.

Other discussions and visits happened with Kerry Hitt (builds our TransAm Caddy bodywork), Jim Jordan (past co-driver with Reed and working with Pirelli World Challenge), Kraig Hopkins (K&K Insurance), Aaron Quine (longtime friend, recent TA2 competitor with his car on display in the DEI exhibit), Daniel Urrutia (Ferrea), and others.

It was a very long day.

THE REST OF 2019

There is no telling when we will get another newsletter issued. There is a lot of racing yet to be done in 2019. There will probably be stories we currently cannot even imagine. What about Nelson Ledges Road Course – things are moving forwards towards a return of SCCA racing. Our annual trip to California for the Willow Springs event is scheduled for October. Check out www.kryderacing.com for details.

QUOTES

"Sometimes even the smallest doubt can shake the greatest belief."

"Talk with people, not at them."

"The beginning is the time for taking care that the balances are correct."

CLOSING COMMENT

Everyone have an enjoyable summer.

Check www.kryderacing.com for weekly updates.