

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

Matt, Colton, and Eric are currently at VIR with David Pintaric prepping for the 2019 SCCA Run-Offs. Reed and Sandi are home prepping for our annual trip to Willow Springs. Many of our clients are targeting races at Pitt Race and Mid-Ohio during the last weekend in October as their final 2019 track events. And we can't forget our annual trip to the Performance Racing Industry Show in December. There are also activities surrounding Halloween, Thanksgiving, Christmas and New Year's Day. We may even be back racing the first weekend of 2020. But what has been happening during the past few months of 2019?

Watkins Glen SVRA

After twenty years of sitting idle the Kryderacing-built Nissan 240SX hit the race track again. This IMSA GTU racecar last saw competition at Mid-Ohio in 1999. While there had been several “starts” at rebuilding it during the past two decades it took the 50th Anniversary Celebration of IMSA at the Monterey Historic's to put some pressure on making it happen. We entered the event in January but found out a couple of months later we were amongst the two-thirds of the entries who failed to make the cut. They did send us a couple of passes. From the start of the year it was obvious we could not wait to hear from Monterey before starting the rebuild. We also determined a backup target event would be the SVRA Watkins Glen event in September.

The Glen event was also held in conjunction with a TransAm weekend and we would already be in attendance. David later dropped his Glen TransAm appearance but generously loaned us his toter/rig. It was greatly appreciated. The Glen SVRA event would also work out as a sort of family reunion for some significant people who have been part of the Kryderacing team since the beginning. Larry and Marge Ritz helped us build our first racecar back in the mid-1970's. Larry's brother, Lanny, frequently was part of that team. Larry designed the Kryderacing logo which has stood the test of time and is still very recognizable. Marge wore one of the very first Kryderacing shirts (pre-Larry's logo design) during the Glen weekend. Rod and Mary Whelan were assisted by Dori Hughes in making a trip up from Florida to join us. Thanks' Dori. Rod and Mary were part of our Daytona pit crew when we first ran IMSA in 1982. They traveled from Florida to our races across the country, supplied crew lodging at their condo for Florida races, and even spent a week in their motor home parked outside our shop when we were thrashing building a new car. Since Matt and Colton were not helping with the TransAm car they chipped in with the Nissan. Greg and Kathy Alley also helped. Jonathan Goldston drove up from Cleveland. Several past friends stopped by to say hello when they saw the car. There had been pressure to make this 'reunion' happen and we could not have wished for a better result. A lot of other people have been a major part of Kryderacing during the years and we could not invite everyone. BUT, our hope is to run the car again at Mid-Ohio at the SVRA (also TransAm?) June event in 2020. Let us know if you want to attend.

So, how did the car run? Much, much better than we could have hoped. SVRA scheduled six sessions over a four day period. The sessions were short, but that worked out perfect for testing the car. There were a couple of small problems but the assembled crew quickly fixed them. Reed got faster with each session. The sixth and final session was a race and Reed recorded lap times approximately three seconds off the best he had done with the same car a quarter of a century ago. With some adjustments and more laps he would have been closer.

For those of you who are unfamiliar with SVRA classing we have the following story. When we first asked what 'group' our 1992 IMSA GTU Nissan tube-frame car would run with we were told either Group 10 or Group 12B. Group 10 is for TransAm and IMSA GTO style cars – basically all tube-frame and V8 powered. Many of the cars in Group 12B had drive-trains identical to ours but they were not tube-frame designs. We had the design of a Group 10 with the power of a 12B. They put us in 10 where we were definitely amongst the slower vehicles. If they had put us in 12B we would have outclassed the entire field by several seconds. Looks like we will be in Group 10 at future events.

One final note on the weekend. Reed had been struggling with a left eye problem for several weeks leading up to the event. It was getting worse but the travel schedule had no breaks until after the Glen weekend. Several people became aware of this during the SVRA weekend. The week after the Glen saw several visits to eye doctors and an operation for a detached retina on Thursday. It seemed strange that the eye problem never was a factor on the racetrack. Race driving has always required elevated concentration levels. Perhaps that is the reason. As this is being written Reed's eye-site is back close to 100% and his next eye appointment is early December

Run-Offs

As this is being written David Pintaric is at Virginia International Raceway participating in the 2019 SCCA Run-Offs. David has run most of the TransAm races this year but not the entire schedule. There were a couple of date conflicts and he wanted to reclaim the GT1 National Championship Title he won at Indy two years ago. Matt Miller, Colton Kaisk, and Eric Fiest left last Wednesday for VIR. David tested several new items on the car during Friday and Saturday sessions. The new stuff included 18 inch rims with Goodyear tires, bigger brakes, and different shocks. The GT1 competition is going to be extremely competitive this year. Actual qualifying starts Tuesday, October 8 and the race is at 1:00pm on Sunday the 13th.

Kryderacing is recognized by the SCCA as a prep-shop and this helps with paddock parking. We had six cars in our compound at Indy, but only three at VIR. Next year's Run-Offs will be at Elkhart Lake's Road America. If you are a client and that event is a target please contact us so we can start planning events, lodging, etc.

Willow Springs

Normally Reed and Sandi would have been at the Run-Offs, but starting Saturday, October 12 they will be driving to California for our annual event at Willow Springs. Russ Wilson, Paul Arevalo and the rest of the gang are all set for the 19th edition of this get-together scheduled for October 18 on the 'big track'.

5 Spec Miatas

Plus Chris Dercole and his Mustang. It was also nice to see Dr. Dan Koplow for the first time since he moved to Colorado a few years ago. Back to '5 Spec Miata's'. Over the years Kryderacing has been helping several clients with their Spec Miata class cars. Five of them attended the Watkins Glen "Fun One" SCCA weekend. Sandi worked Registration and Reed tried (still had eye limitations) to help Lanny Ritz with the cars. The group had their own little compound and it made for a great weekend. Bob MacDonald, Brian Vondran, Greg Alley, Mike Belopotosky, and George Slyman all entered multiple classes or included the enduro with a single class. There were a few problems but everything went great - almost. Unfortunately at the start of Sunday's SM race Greg's car got caught up in someone else's accident. Three cars, including Greg's, sat in the first turn badly damaged. A fourth made it back to the pits, but no further. We'll probably see everyone at races at the end of October. Hopefully they will be fun-filled weekends similar to those experienced at the Glen - with one exception. We are also trying to encourage Bill Pintaric to make a second appearance in 2019.

QUOTES TO LIVE BY

"Life is too short to waste time hating anyone."

"Lost time can never be found."

"Love is that condition when someone else's happiness is necessary to your own."

CLOSING COMMENT

We promise at least one more newsletter this year. We hope.

Check www.kryderacing.com for weekly updates.