

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

It's been a while since we have issued a newsletter. Time for an update on Kryderacing's activities so far in 2021. Covid is still hanging around and keeps cycling up and down. Currently it seems to be cycling up, so the future is once again questionable. So far, government reactions to covid have been varied from the past. A lot of damage was done to businesses and the economy during the past year and a half, so people are looking for different ways to cope. But for 2021, Kryderacing's activities have "overall" been better than 2020. We use the word "overall" because some things have not been so good.

TRANS AM

The Trans Am is one of the areas where things have not gone as well as planned. When we last sent a newsletter we were still waiting on the new car, which had been ordered during mid-January of 2020. We are talking over a year and a half ago. We are still waiting. Covid has disrupted parts procurement every step of the way. We are hopeful for an initial test of the new car yet this year. Racing it probably will have to wait until 2022.

Meanwhile the TA team has been using one of Tony Ave's TA Mustangs. The results have been mixed. During part of the season David was competing in the top five with regards to points. Originally, we did not take control of the car until the crew arrived at the race track. Tony brought the car from his shop. There were always some last-minute changes required. Some we knew about before arriving and some we 'discovered' after arriving. We were also trying a new Ford engine which had been successful in NASCAR trim. But running ovals with minimum shifting is not the same as driving a road course with constant shifting. That may or may not have been the cause of several engine failures. Midway through the season Kryderacing took control of the car with regards to preparation. Doing this work at our shop helped, but we still did not have complete control since it was owned by someone else. There were a couple of new updates tried on the car during the season. Several worked, but one in particular caused major problems at Road America. There are three events left on the 2021 Trans Am calendar. We will not be at Watkins Glen or Virginia International Raceway. COTA is doubtful.

2021 SCCA Championship Run-Offs at Indy

Meanwhile, David has used Tony's car to qualify for the 2021 SCCA Run-Offs scheduled late September. He won the GT-1 Championship when the Run-Offs were last at Indy in 2017. A repeat win is the goal. Kryderacing will be crewing.

David's entry is just one of many Kryderacing affiliated racecars eligible for the event. In the Kryderacing compound are a T-3 BMW driven by Bill Pintaric, a T-4 Mustang driven by Kryderacing crew chief Matt Miller, a SRF3 under the control of Justin Hille, and a GT-2 Camaro being shepherded by Bill Moore. Elsewhere in the paddock Dan Harding has two entries, father and son Mike and Nick Olivier are running in B-Spec and STL respectively, and Rob Piekarczyk will be a strong competitor in B-Spec. All of these people will be flying the Kryderacing logo. One other competitor deserves mention. Doug Weaver started his SCCA career renting from us. He eventually bought his own F-Production Miata and we took care of it for a couple of years. Doug competed in the last Indy Run-Offs during that period and looked like a sure top ten finisher until a mechanical problem sidelined him. He has some unfinished business he wants to address at this year's event.

The rest of the clients – past and new

There are still a lot of Spec Miata's we take care of – some more than others. Bob MacDonald, Brian Vondran, Greg Alley, and Mike Belopotosky have all visited the shop at one time or another. Bob and Brian rely on trackside support from Kryderacing. Greg and Mike occasionally need assistance with alignment and scaling.

A new Spec Miata client joined us early this year. Chase McIntyre is a young, first-time driver who initially wanted to chase the NASA Teen Driver Championship. He has run several NASA events during the year and still has a shot at the top of the list. Early on Chase was encouraged to also participate in SCCA events. His first SCCA race was during the winter at Sebring and he ran mid-pack in a large SM field of cars. Since then he has continued to show improvement in numerous NASA and SCCA events. He has also stumbled a few times. Being an "aggressive rookie" has its ups and downs. Chase and his family have been on a steep learning curve during the 2021 racing season. We have already had initial conversations about next year, but he still has three more weekends planned for 2021.

KRYDERACING crew

Taking care of all of these people are some of the best crew people in the business. Matt Miller runs the shop and is crew chief on the road for TransAm events. Colton Kask is his main helper both at the shop and at events. Eric Fiest and Brent Walton can be found trackside at TransAm races. Jerry Palmer helps at both TransAm and SCCA Club events. Lanny Ritz is a great help with the Spec Miata teams. Larry and Marge Ritz were invaluable to Reed during his Mid-Ohio SVRA outing with the old IMSA GTU Nissan. Erik Johnson has helped in the past and will be with us, along with most of those mentioned above, at the SCCA Run-Offs. And without Sandi handling all the paperwork, none of us would get paid.

KRYDERACING NELSON LEDGES PROGRAMS RETURN IN 2021

The monthly "Test & Tune with Kryderacing" program returned from its 2020 debut and has shown growth, but there is still room for some more participants. Currently it draws 10-20 race cars per event with weather being the biggest influence on turnout. Last year's monthly "How to learn a track with Reed Kryder" has been retitled "Kryderacing Streetcar Track Day" and it is currently drawing 25-30 participants. Both these programs still have dates in October – check them out on www.nelsonledges.com.

RACING GAS RETURNS TO NELSON LEDGES

Work continues at the track. When we first arrived in 2021, we were shocked to see the outer road leading from the track entrance to the bridge had been paved. Plans are being drawn up for the interior of the timing tower. And if you failed to see it last Fall, the structure of the tech building is completed. Sunoco racing gas (leaded and unleaded) is once again being sold at the track.

SRF3 RENTALS

As most of you know David Pintaric acquired two SRF3 racecars early last year. He told Kryderacing we could rent them when he did not have other plans for them. Most of the 2020 season saw limited rentals, but the last few weeks were booked solid. 2021 is starting to look the same. Justin Hille used one of the cars to qualify for the Run-Offs. Dan Koplou has requested one for the October Mid-Ohio and Nelson Ledges races. These are great cars. Justin turned the fastest lap at the 2020 Run-Offs in one of them. Contact us soon if you are interested so we can at least pencil you in for first right of refusal. These cars are also available for the 'T&T' dates.

WILLOW SPRINGS

Last year was supposed to be the 20th anniversary of our annual trek to California and the Willow Springs race track. This program was started by Russ Wilson and was always one of the highlights of our year. There was talk of making the 20th event extra special. Unfortunately, covid caused it to be cancelled. We don't know what to call it this year. Twentieth Anniversary seems incorrect. Watching coverage of the LeMans 24 Hour Race made us realize they had a similar problem. The Indy 500 faced the same issue. Both of these events had been run for many years, but not every year. So, we'll simply refer to the event as the 20th Edition. It is scheduled for Friday, October 22, 2021 and will be held on the "Streets of Willow".

QUOTES TO LIVE BY

“Secretiveness is a sign of littleness of mind.”

“Smart wins!”

“Some people are always grumbling because roses have thorns. I am thankful thorns have roses.”

CLOSING COMMENT

Sandi and I celebrated our 50th Anniversary this past summer. We did something we had previously done only twice before in all those years. Before your ‘dirty’ minds get too far along, the thing we did was take a vacation of at least a week in length. Fifty years ago, we spent a week traveling around Canada during our honeymoon. In the 1990’s a dear friend gave us a week-long gift of a condo in Florida. The rest of our vacations during those years typically were one or two days connected to a race, whether we were racing our cars or helping clients. It really felt different being away from the shop for close to two weeks. When you get used to being up-to-date daily with the action it seemed as if something was missing from our day. Matt and the crew did a great job covering for us. We traveled out west by car and visited numerous locations, including the Badlands, Mount Rushmore, Yellowstone Park, Grand Teton’s National Park, Jackson Hole, and numerous other places. We ate at local establishments and drank local beers. Our only regret was not achieving one of Sandi’s objectives. While we saw bison, elk, moose, and numerous other animals we never saw a bear.

Maybe next time, Reed

Check www.kryderacing.com for weekly updates.