

KRYDERACING NEWSLETTER

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2022 Summary

“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

There was a time when we sent these newsletters monthly. The internet started making them less frequent since updates were posted on the kryderacing.com website. This past year we have been busy to the point of not doing the newsletter. But a yearend summary is needed. We will tell you up front that there may be a mistake or two in what follows. Our memory sometimes drifts. We apologize.

First, everyone is healthy, and the shop has been busy. There were some problems during the year, but all were easy to overcome. Kryderacing acquired a second enclosed trailer and a new truck to tow it.

January: Both David Pintaric (GT-1 Mustang) and Chase McIntyre (Spec Miata) traveled south for the season opening SCCA Super Tour at Sebring. This was the debut of David’s new car. It had a few problems, and a decision was made to run last year’s car. He qualified second with it but failed to finish. Chase ran well in a 75+ car field. It was his first race in the uppermost category of SCCA events.

Matt returned to Florida later in the month to attend the Rolex 24 at Daytona. He was part of the Kryderacing team when we ran our last Rolex back in 1999. Since then, he and several friends return to spectate yearly.

February: Back to Florida for testing of David’s new Mustang. This car was a new design, or as we call it – Prototype #1. The potential was high but new design approaches, mainly electronic, presented problems throughout the entire season. David drove the 2021 car for the first several races.

Later in the month we returned to Sebring for the first TransAm race of the year. This was David’s first actual race in the new car. Teething problems continued but he did finish ninth.

March: There were back-to-back TransAm races late in the month. Progress was being made with the Mustang. We ended up with a DNF at Charlotte, but a week later the potential of the new car became apparent when David qualified third at Road Atlanta. Unfortunately, a DNF was once again the race result.

April: Spring arrived, and racing weekends were moving north. Reed’s monthly “Streetcar” and “Tune & Test” days at Nelson Ledges Road Course resumed from 2021. These programs grew throughout the year with 50+ “Streetcar” participants at later events.

David, Chase, and Justin Hille (SRF3) all ran the VIR Super Tour. The crew continued to attack problems with the Mustang while Chase again proved to be a good fit in this uppermost level of Spec Miata racing.

April ended with another SCCA Super Tour event. This one was at Pitt Race. Chase once again showed he belonged. The Kryderacing team continued to develop David’s Mustang with a second-place finish on Saturday, followed by a win and new track record on Sunday. Rob Piekarczyk also ran his competitive B-Spec car during the weekend.

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May: Reed facilitated what would be the first of several private party days at Nelson Ledges. The two groups he worked with in 2022 plan on returning in 2023.

May also brought with it a new client. Nick Doinoff transferred support for his Spec Racer Ford 3 to Kryderacing. Nick ran only a couple of races in 2022 but a brand-new car is currently being built by Kryderacing for the 2023 season.

Mahoning Valley Region of the SCCA held their Regional at Nelson Ledges at the end of the month. Sandi was race chairman and head of registration. Chase was joined by several other Kryderacing clients out for their first races of the season. Bob MacDonald, Brian Vondran, Mike Belopotosky, and Gregg Alley joined Chase in the Spec Miata event. Bill Pintaric had his T3 Class BMW out for its first race of the year. Brent Walton wasn't at Nelson Ledges but did attend most of the Mid-Ohio events later in the year with his Nissan 280ZX. Nick Doinoff completed a large Kryderacing contingent.

This is probably a good time to mention the Kryderacing crew. Matt Miller runs the shop, Colton Kask and Eric Fiest are there on a regular basis. Brent Walton joins trackside at the TransAm races. Brent also does a significant portion of the bodywork and painting. Lanny Ritz is a regular with the crew at Nelson Ledges, Mid-Ohio, and Pitt Race. The Miata guys also depend on him for work done at his own shop. Jerry Palmer is Bill Pintaric's crew chief in his BMW. And Larry Ritz helps Reed with the Vintage Nissan. And somehow Sandi keeps up with all the paperwork.

June: June started out with the Watkins Glen Super Tour. David set a new GT-1 Lap Record in his Mustang and Chase was awarded the "Hard Charger" award in Spec Miata.

One week later we had to split forces. Sandi was busy with Registration at a collection of Pitt Race contests. Reed kept her company and assisted with an Alternate Driver's School. Meanwhile everyone else was busy at the Mid-Ohio Majors. Chase and Dan Harding were running Miatas, Bill had his BMW, David had his Mustang, Rob Piekarczyk was in B-Spec, and Matt Miller was racing his T4 class Mustang. The group posted numerous victories over the course of two days.

June continued to be busy as David participated in the Watkins Glen Super Tour. He won on Saturday.

The last full weekend in June found both David and Reed competing at Mid-Ohio. David qualified fourth and finished third in the TransAm event. It became obvious in June that many of the Mustang's earlier problems had been solved. Meanwhile Reed entered the SVRA sportscar event with his GTU-class Nissan 240SX. His weekend ended early with suspension failure.

July: July started out with the sixth of seven consecutive weekends which found Kryderacing at tracks supporting our clients. David was at the Road America TransAm where he qualified fifth but recorded another DNF. The car has drawn a lot of attention from fellow competitors. They recognize its potential and several have placed orders for similar vehicles. They seem to be waiting for us to solve all its teething issues. As mentioned earlier, this was the first of a very different design approach.

One week later there was a large group of clients at Nelson Ledges. Back with their Spec Miatas were Chase, Bob, Brian, and Gregg (?). Nick Doinoff was back with his SRF3. Chris Dercole was there with his Mustang – we'd tell you the class, but he changes from time to time. And Eric Fiest had his Honda fighting for wins. Reed and Sandi missed this event as

they were celebrating their 51st wedding anniversary at the Columbus Zoo. They have visited several zoos on their anniversary over the years.

Following a couple of weekends off the party moved to Mid-Ohio. Bob, Brian, Chase, and Dan Harding had the Maita's on the track. This entire Spec Miata group frequently battles for podiums and wins. Nick, Matt, and Bill were also competing during the weekend. Wins were common.

August: Things really slowed down in the heat of summer as Chase ran the Mid-Ohio NASA event at the end of the month and that was it.

September: Labor Day weekend found Brian and Bill back at Mid-Ohio. If you are wondering where Chase was. His sister was getting married, and he was not allowed to race.

A week later David is back in action. This time at Watkins Glen for a TransAm race where he was running well but pitted with a couple of laps left in the race. This was the first rain race with the new car and he struggled with visibility issues. He wasn't the only one having problems seeing. There were several accidents. David recorded a seventh-place finish.

Later in the month Lanny Ritz entered his Datsun 510 in the Put-in-Bay Vintage races. He had a great time and hopes the event continues. If it is back in 2023 Lanny and brother Larry both plan on participating. It was recently announced that the 2023 feature vehicle will be Datsun.

The end of the month saw three clients at the SCCA Championship Run-Offs being conducted at VIR. David put his GT-1 Mustang on the pole, but wet conditions saw him spin a couple of times on the initial lap. He fought back to second and was running down the leader when an off-course excursion found him stuck in the mud. Rob was running with the lead pack in B-Spec when he also went off-course and dropped back. Dan Harding ran his Miata in two separate classes and while he wasn't battling for the win, he did keep it on the pavement. The event was run under the remnants of a hurricane which produced what was the wettest Run-Offs in history.

October: One week after the Run-Offs David and the team returned to VIR for a TransAm race. There were some problems and David failed to finish. This was the last race in 2022 for the new car. While it was a battle sometimes to get it running properly, he did finish fifth in the TransAm points battle, set lap records and recorded wins in SCCA races, and qualified fastest at the SCCA National Championships.

A large contingent once again showed up at a Mid-Ohio event mid-month. Bob, Brian, Chase, Matt, Eric, Chris, and Brent had some terrific races. The guys in the Maita's are now fighting each other for wins.

Halloween weekend found Dan Harding flying in from Colorado to drive David's SRF3 at Nelson Ledges. What has now become a village of Kryderacing clients included Bob, Brian, Chris, Mike, Bill, and Eric in addition to Dan. The Miata group didn't win, they a few of them put on flag-to-flag battles for second. Bill established a new lap record with his BMW. Eric Fiest drove his Honda to a new lap record and won the Saturday Enduro.

The annual trip to Willow Springs in California was cancelled this year due to a variety of reasons. Russ Wilson and the rest of us are hoping it returns in 2023.

November: There were no races, but the shop was kept busy. Parts for Nick's new SRF3 started arriving and assembly got underway. Goodyear approached David about displaying his car at the annual Performance Racing Industry Trade

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Show held early December in Indy. The show may have been in December, but massive amounts of preparation was done in November. The guys in the shop worked many hours to get it looking brand new. It would be a centerpiece at the show and hang in the air over the entrance. It had to be perfect, even when viewing the bottom.

December: The PRI Show is the largest trade show for the racing industry. There are over a thousand businesses with booths. Reed, Sandi, Matt, and Colton all walked the aisles. We got information on new products and visited numerous friends. As a side note: Sandi has been to all 30+ shows.

One very sad note for December was the passing of Mary Whelan. Mary and her husband Rod had been dedicated supporters of Reed and Sandi and our IMSA racing activities for virtually all nineteen years we competed in the series. They were there supporting us through the highs and lows. Rod even co-drove with Reed in several endurance contests. Rod had passed away a couple of years ago and now Mary is with him again. They both were very special.

2023?

It looks as if things will continue to be busy in 2023. Every client is back. We already know some of their schedules and will be finalizing others in the next few weeks. A new client plans on starting his racing career in a T2 Corvette with trackside help supplied by Kryderacing. David plans a mix of TransAm and SCCA events with his Mustang. Nick Doinoff will be in his new SRF3 racecar. The 'family' of SCCA racers plan on being active at Mid-Ohio, Nelson Ledges, and Pitt Race. Reed's schedule of "Streetcar" and "Test & Tune" days at Nelson Ledges needs finalizing but will probably look like 2022. Hopefully covid is behind us, but 2023 is still in the future. Life is never static, and each day will bring new challenges.

2023 started out with a SCCA Super Tour event at Sebring. David won both days with his GT1 Mustang. Chase continued has improvement in Spec Miata and now was running in the front third of a very competitive 80+ car field. Ten days later we returned to Sebring for some pre-season TransAm testing. After w satisfying Wednesday Reed, Sandi. And Matt headed to Daytona to watch the Rolex.

We hope everyone had a great 2022,

Reed and Sandi Kryder

