

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

Yes, we are all still here. There have been some changes since our last newsletter, but mostly it's business as usual. All our previous clients are still with us, along with a couple of new ones.

Matt Miller continues to expand his day-to-day shop operation responsibilities along with handling clients on race weekends. On his off weekends he races his T4 Class Mustang. He is usually helping our clients while taking care of his own racecar on those weekends.

Colton Kaisk is still with us and Matt trusts him to do numerous work items simply by pointing out what needs to be done. Matt and Colton work very well together.

Eric Fiest spends a couple days a week at the shop handling a variety of projects. He has become an expert on changing gears and rebuilding the transmissions used in David's TransAm racecar. He has also built his own STU Honda and has racked up several wins.

Jerry Palmer, Lanny Ritz, and Brent Walton are consistent help as crew during race weekends.

Larry and Lanny Ritz have been a great help in restoring our Nissan 240SX IMSA GTU racecar. After a broken suspension part shortened the cars 2022 Mid-Ohio appearance it returned to trophy in 2023.

The GTU car made a second 2023 appearance when we were invited to bring it to the M1 Concourse American Speed Festival in the Fall. This was quite a show, and included Indy cars, IROC machinery, Corvette race cars from every year, LeMans vehicles and race cars from other areas. The GTU car performed well and drew a lot of interest, especially from younger spectators.

Russ Wilson's Corvette ZR-1 has had its engine rebuilt and awaits a test day. It appears as if the annual Willow Springs program for Russ has come to an end. There are many reasons: covid disruptions, grandkids, aging of participants, and so on. The program had a great run of 20+ years.

David Pintaric's TransAm TA Mustang has been competing in both TransAm and SCCA Super Tours. He has remained in the top five TransAm TA class points-wise for most of 2023 but a desire to return to the SCCA National Championships in September conflicted with the late year TransAm schedule. David qualified quickest at last year's SCCA Championship event, turned the fastest race lap, but became stuck in the mud on a rainy day and failed to finish the event. The previous year he had also qualified quickest but the appearance of rain in the middle of the race saw him end up in second. He felt he had some unfinished business at the 2023 race. For the third year in a row, he was the quickest car and didn't come home with the victory. But this time it was for a different reason. While enough cars had entered the GT1 class race by, the second day only three remained due to a variety of reasons. The organizers decided to cancel the

GT1 championship race. David is currently leaning towards concentrating on the GT1 championship versus TransAm events in 2024.

David's SRF3 still resides in the shop and is available for rent or sale. Dan Koplow has raced it at both Nelson Ledges and Mid-Ohio in 2023.

Chase McIntyre continues to improve with his Spec Miata and finishes near the pointy end of the field in most of his races. He is joined in SM races by Bob MacDonald, Brian Vondran, and occasionally Greg Alley and Mike Belopotosky. Some of the best racing we have seen this year has been between Chase and Brian fighting for wins with Bob closely behind.

Bill Pintaric switched from his old GTL Nissan to a T3 Class BMW and has several victories.

Nick Dionoff joined Kryderacing in 2022 with his Spec Race Ford 3. During the winter we built him a totally new car for 2023. Building one of these SRF3 racecars was labor intensive, but well worth it.

Matt Golladay bought himself a T2 Class Corvette C5/Z06 and has completed his SCCA Novice Permit School requirements. He ran his first race event early in August.

Chris Dercole needed some serious drivetrain work over the winter but is back racing his Mustang.

There are others associated with Kryderacing: Rob Piekarczyk (B-Spec Honda), Dan Harding (GT2 Porsche and a Miata he runs in two classes), Brent Walton (EP Datsun 280Z). Sorry if we are forgetting someone. At the early August Mid-Ohio event we had 10 Kryderacing associated racecars.

Reed's Trackdays at Nelson Ledges Road Course had a couple of revisions for 2023. The single monthly "Streetcar" day and a separate monthly "Test & Tune" day were replaced by two monthly days combining "Streetcar" and "T&T" programs. We initially weren't sure how this would be received but it has proved to be successful. There have also been a few pop-up events when openings in the Nelson calendar occur. Another change for 2023 has been the addition of go-kart "T&T" days.

Nelson Ledges continues to make improvements. For the past couple of years one of the prime targets for upgrades has been the replacement of the old toilets. While we don't know all the details it appears as if all options came with serious issues. A few years ago, similar problems were occurring with the timing building. It was finally decided to redo the building rather than replace it. New siding, windows, roof, doors, and interior work followed. There is still work being done on the second floor. A similar approach seems to have been started with the old toilets. Next time you are at the track check out the new showers in the men's restroom. Further upgrades are in the planning stage. When the new owners took control of the track several years ago many expected to see an overnight transformation of the facility. That did not happen. But what is happening is continuous, steady improvement.

Reed continued his string of annual visits to Elkhart Lake's Road America. Since 1965 he has been there as a spectator, Goodyear engineer, TrackTime instructor, Kryderacing involvement with several clients, and of course a driver in many amateur and IMSA competitions. 2024 will make it 60 years in a row. Sandi has been at most of these races since our 1971 marriage.

Reed also made a presentation at the 2023 Motorsport Expo in Cleveland, performed classroom duties at a Tire Rack Street Survival event, helped several people complete their SCCA Novice Permit schooling requirements, and assisted with private days at Nelson Ledges.

Sandi seems to have become the Chief Registrar for a couple SCCA Regions. She continued with Steel Cities Region at Pitt Race following working with them in 2022. She was Chief at the May, 2023 Mahoning Valley Region event. And she was asked to handle the joint MVR/Neohio race in October.

In summary, 2023 has been a very busy year and the trend looks like it will continue into 2024.

Ps: One very significant highlight of 2023 was attending the Rolex 24 at Daytona. Sandi and Reed were very appreciative of John Doonan's invitation. Things have changed a lot since the Kryderacing team last participated in 1999 event. John has done a lot to make IMSA the premier sportscar series it has become.