

# KRYDERACING NEWSLETTER

VOLUME 22, ISSUE 4

April 14, 2009

## “HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

### DAVID PINTARIC WINS ROAD ATLANTA T-1 NATIONAL

It started out looking easy, then started to look very challenging, and ended up easy. When David initially decided to enter his first SCCA National race of the year he wasn't concerned about the level of competition. It had been many months since his last race and he was eager to get his Kryderacing prepped Viper back on the track. A week or two before the event the entry looked weak with a small field of competitors. Other than one unknown, he felt he could beat the rest.

There is a pattern appearing this year to race entries. It seems the economy is making drivers hold off until the last minute before making the decision to race. I won't go into the possible reasoning, but this pattern keeps appearing in many types of events. In the case of the T-1 race at Road Atlanta the entry doubled by the time David and Matt Miller arrived on Friday evening. At least three of the competitors looked like strong challengers. David qualified second and was close to the pole winner. But by that time the field had lost several cars due to mechanical problems and crashes. It looked like a two-car battle between David and the pole sitter. No one else could challenge these two unless one of them had a problem.

On race day David and Matt arrived at the track with their game faces on. To their surprise, the pole sitter had left for a family matter. Instead of following their “charge hard” plan, the new approach was to be conservative and make no mistakes. David drove to his first win along with 12 points towards a championship season.

### COMPETITION CLINIC

It was another great way to start the season. Every other year the Neohio Region of the SCCA conducts a Competition Clinic. This year's event was held March 28<sup>th</sup> and included seminars for new and experienced drivers, skid car demonstrations for students, vendor areas for those in need of new equipment or information, and several additional activities. The attendance appeared healthy when compared to past events. The new location was a great improvement over that of two years ago. Sandi had the Kryderacing wares on display and also promoted the upcoming Mahoning Valley Region PDX and Double Driver School. Information was also handed out for the 2009 Kryderacing Regional Championship Series.

Reed assisted with one of the seminars by covering safety items, specifically HANS devices. Originally he had prepared a presentation entitled “Safety Mindset” and wanted to cover a wide range of safety items by stressing the need for a driver to have a “Safety Mindset” in everything they did. Unfortunately a lot of the material ended up on the cutting room floor when his presentation was combined with another one intended to help new drivers get started. The other presenters had enough material of their own to easily run over the allotted time, they were well prepared to give an excellent presentation, and Reed ended up adding safety comments where appropriate.

### USEFUL QUOTES - Origins unknown

“While other people laugh at me because I am different, I laugh at them because they are all the same.”

““We should strive for progressive improvement, not postponed perfection. “

“The art of life consists of making correct guesses on insufficient information. “

“Don't take life too seriously, no one gets out alive.”

“Good advice is always irritating.”

“Defend your opinions only if they can be shown to be true, not because they are your opinions.”

“Earth is the insane asylum for the universe.”

## TECH TIP:

During the recent Competition Clinic Reed was part of a presentation given to beginning racers by Maurice and Debbie LaFond. During part of the program Maurice went through some simple vehicle checks. One of his tips is well worth passing along. Prior to leaving the track after a weekends racing Maurice likes to switch from race to rain or "towing" tires on the race car. The idea is to store the good race tires properly while putting something less critical on the car for towing and storage. A lot of racers follow this procedure, but only a few spend the few extra minutes Maurice does. This tire changing procedure is an excellent time to check wheel bearings, brake pad and rotor condition, suspension connections and basically take a minute or two to look at everything before putting the towing tires on. If something needs attention he makes a note of it and follows up back at his shop. If things look good, that area of the car is ready to go for the next event. When Maurice goes through this part of his presentation it makes it look so logical and simple you have to wonder why most people don't do it.

Kryderacing used to follow a related idea during pit-stops at the IMSA endurance races we ran for many years. If a tire was being changed, the tire changer was instructed to take the extra time (usually only a second or two) to look at the suspension and brakes before putting the new tire on. The longer the race the more we stressed following this procedure. Crewmembers were always instructed to look beyond and around their specific work assignments for anything which seemed incorrect.

The basic idea is to do simple inspections of components of your race car whenever the opportunities present themselves. Even if everything checked out okay when he puts the tow tires on, I bet that Maurice re-inspects when he arrives at the track and reinstalls the race rubber.

## Test/Press Day

The April Saturday started out very cold, cloudy, and windy. Nelson Ledges Road Course was dusty from setting idle all winter and it was still wet in the morning from the previous days rain. The weatherman was predicting a high of 45 degrees. If no one had showed up for our annual Kryderacing Test/Press Day it would have been very understandable. But a large group did show up and had a terrific day. Bill Pintaric tested the new transmission shift linkage in his GTL Nissan and was very pleased with the improvement over its predecessor. His brother David, fresh off a win at Road Atlanta, was giving rides in his T-1 Viper. Mike Olivier seemed to have his ITA Honda Civic on-track more than anyone else. Brett Mars new Kryderacing built T-2 Mustang, while not totally complete, was well enough along to make its initial, and successful, test laps. Reed ran the Kryderacing ITS class Nissan 240SX for a few laps in preparation for its rental at the April 18-19 Double Driver's School to be held at Nelson Ledges. Chris Dercole had his ITR class Mustang out for some initial testing following several changes during the snowy months. Rob Piekarczyk was there with his Spec Miata and the Mazda MX5 many of us shared at last year's Longest Day of Nelson 24 Hour race. The instructors and many of the students from Ohio Technical College were there to take care of the MX5 (after all, they built it last year as a class exercise). Overall everyone had a very good day even though it stayed cold (below 50) and windy. But the sun did come out for the afternoon.

There were several other activities going on at the track during the day. Doc Saddleton was performing driver physicals, Annual Techs were being performed on many cars (including most of ours), and Lake Erie Communications was holding their annual training day (which includes burning of cars).

## UPCOMING SCHEDULE ITEMS

April 17: A Sports Car Club of America PDX event will be held at Nelson Ledges Road Course. For those of you unfamiliar with a PDX it stands for Performance Driving eXperience. It is an opportunity for individuals to take their street cars onto a race track. Racing is not the goal, having fun is. It is a chance to speed without getting a citation. Qualified instructors keep drivers at a pace they are comfortable with and passing is controlled. Reed is Chief Instructor and Sandi is registrar. We still can make room for last minute entries, but please call.

April 18-19: A SCCA Double Driver's School will be held at Nelson Ledges. This event is for those people wishing to actually go sports car racing. A race prepared vehicle is required, but we know of a few rentals which may be available if you want to enter. Again, Sandi is the person to contact. Call 330-854-4889, or visit [www.kryderacing.com](http://www.kryderacing.com), or [www.mvrcca.org](http://www.mvrcca.org).

April 17-19: Mike Solley will be running his Viper at the VIR Double National. Matt Carson will be handling the trackside assistance. Last year Mike made it out for only two weekends. Looks like he is trying to get an early start in 2009. Historically Mike has run in the Touring-1 class one day and the car has been changed to run in the (faster) Super Touring class on the second day.

April 24: Reed will be helping beginners at the first Funday of the year at Nelson Ledges. Fundays have been a staple of Nelson Ledges for many years. Local drivers bring street and race cars, and for a relative small fee are allowed to test and/or play on the race track. There are a few safety related rules, but basically it is a good time to have some fun with one's car. Reed's assistance is new for 2009 and will consist of providing guidance for beginners in the morning and being available for private coaching in the afternoons. For a complete list of Fundays and the rest of the Nelson Ledges schedule, visit [www.nelsonledges.com](http://www.nelsonledges.com).

April 25-26: Bill and David Pintaric are going to attend the NASA event at Road America. They will be using the Mazda MX5 (last year's 24-hour car). Neither driver has been to this track before so the goal is to get them familiar with it before taking their own cars to race later in the year.

May 2-3: The SCCA National at ORP will be well attended by Kryderacing clients. Initial 2009 outings will be made by Bill Pintaric (GTL Nissan), John Buttermore (T-1 Corvette), Gary Martz (EP Mazda RX7), and Rob Piekarczyk (Spec Miata). David Pintaric will be making his second appearance of the year, and going for his second win. Maybe we should inquire about a quantity discount on entries.

May 9-10: Mike Olivier is looking forward to making a trip to VIR with his ITA Honda Civic for the Regional races. Mike historically has run locally at Mid-Ohio and Nelson Ledges, but is looking to add a new venue or two to his resume this season.

May 16-17: The Neohio Double Regional at Nelson Ledges will be the first events in the 2009 Kryderacing Regional Championship Series. The 2009 Series already consists of 11 races over six weekends at two tracks. It looks like its going to be a great year.

May 23-24: It's time for the first SCCA National of the year at Nelson Ledges Road Course. Sandi is Race Chairman and many of our clients like to run this race. It should be another very busy weekend.

May 30-31: Just in case the Nelson Ledges National wasn't enough, most of the same Kryderacing crew will be traveling to Mid-Ohio one week later. Several other clients will join the fun since there is also a Regional IT race during the weekend.

## CLIENT UPDATES

The T-2 class Mustang being built by Kryderacing for Brett Mars is nearing completion. The cage is being completed while this is being written, shocks and fire system are on order, and we are looking for a test date at BeaveRun. Brett got comfortable in the car during our recent test day and is anxious to go racing. He should be able to join the troops at both the Nelson and Mid-Ohio Nationals if he desires.

The ITS class Nissan 240SX which Kryderacing rents is scheduled to receive its EP engine (more power than the ITS engine) either late April or early May. If all goes well Reed will probably race it sometime in May. Regular driver Bill Schauer has two dates reserved later in the year.

## PRODUCTS & SERVICES

We are happy to announce that Sunoco will be the new gas supplier for our services at Nelson Ledges Road Course. Both 100 octane unleaded and 110 octane leaded race fuels will be available.

We recently shipped a new set of CarboTech brake pads to a Corvette Z06 owner. What made this special, is the pads themselves. CarboTech has been working for some time on a single-pad replacement for the multi-pad design which is standard on the C6 Z06 Corvettes. There were a lot of challenges, but the final design is being well received by Z06 owners who use their cars for track days. The pads are available in all the standard compounds. Contact us for more information.

## CLOSING COMMENT

It's time to go racing.

Check [www.kryderacing.com](http://www.kryderacing.com) for weekly updates.