

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

PDX & DOUBLE DRIVERS SCHOOL

The first events of the year at Nelson Ledges Road Course were a SCCA sanctioned PDX and a Double Driver's School. Both were highly successful. Sandi was event chairman for both. Reed was Chief Instructor for the PDX and a Group Leader for the Driver's School. The Kryderacing Nissan 240SX helped Tim Rubright complete his school requirements. Our association with Sunoco race fuels also started on this weekend with the first delivery and sales.

PROFESSOR KRYDER

Reed has been referred to several times in his racing career as “The Professor”. It was nice to be honored in that manner, but a Formula One driver also was known as “The Professor” and we never wanted to look as if we were copycats. But we may have to revive the usage. On Friday, April 24th Reed was named the “Senior Instructor” or “Head Chair” of the Department of Performance Driving at Nelson Ledges University. This was the start of something many people hope to see grow in the future.

The initial classes are simply for beginners participating in Fundays at Nelson Ledges Road Course. The class even has a name. It is called “Introduction to Performance Driving” Course Code NLU101. The first one was held on April 24th. It was successful and well received by the initial group of ten students. The plan is to add future courses for more advanced skills as the year progresses.

ROAD AMERICA NASA

The plan was simple. The results were acceptable. But in between nothing went as planned. Originally David and Bill Pintaric were going to take a Mazda MX5 to the Road America NASA event with the sole purpose of learning the track in preparation for events later in the year. Then Bill had a conflict and couldn't make it. Next, David decided it would be more fun to drive the track in his Viper. Reed and Sandi would be crewing. Friday at Road America was beautiful. Unfortunately Friday was arrival day and not race day. Saturday featured rain, wind, and temperatures falling from the 60's to the 40's. It was miserable. David did learn the track, at least the rain line. During the process he won his race on Saturday. The weather worsened overnight and the decision was made Sunday morning to head home. We weren't alone, only a third of the competitors in David's race started the Sunday race.

TESTING

The Friday Reed and Sandi traveled to Road America other Kryderacing employees were working at other tracks. Matt Miller was helping Mike Olivier with his Honda Civic at Mid-Ohio. Matt Carson was at BeaveRun helping Brett Mars and Chris Dercole with their Mustangs. They experienced dry weather and successful tests.

ORP NATIONAL

The first weekend in May saw many Kryderacing clients hitting the race track for the first time in 2009. The ORP track in Indianapolis was the site. Their races had mixed results. Friday's weather was wet and cold. Saturday and Sunday were forecast to be cool and possibly wet. Fortunately the forecasters were wrong and the weekend weather was more sun than clouds. And all that sun picked the temperatures up a few degrees.

David Pintaric was the only driver in the group not racing for the first time this year. He had scored victories in his two previous outings. After ORP he is three for three. He qualified second and hoped to have a great battle for the win. But a couple of laps into the race the pole sitter had mechanical problems and David cruised to the T-1 class victory. For two of his races this year David has faced stiff competition from other entries, but in each case their early problems have resulted in unchallenged runs to a win.

The pole sitter in T-1 was another Kryderacing client. The early race mechanical problem was a broken transmission. John Buttermore was racing for the first time in 2009. The car had been completely rebuilt (not by Kryderacing) following last years second place finish in the National Championships. Kryderacing supplies trackside assistance to the Buttermore's in the form of crewman Matt Carson. Following the race the car returned to our shop for a transmission swap and preparation for the next race.

Bill Pintaric, David's brother, was racing his GT-Lite Nissan for the first time in 2009. He was new to the track but still managed to qualify second, just ahead of the track record holder. The top three cars were close for the first several laps. Bill eventually slowed to a third place finish due to a worsening oil leak at the rear main seal. The fresh engine is being installed as this is being written.

The final Kryderacing associate racing at ORP was also making his first appearance of the season. Rob Piekarczyk finished fifth in the highly competitive Spec Miata class. This was in a car which Rob has "almost sold" twice earlier this year. He figures he might as well race it. He could go all the way to the Run-Offs if this level of finishes continues.

The Kryderacing crew at ORP consisted of Reed and Sandi Kryder, Matt Miller, Matt Carson, and Jerry Palmer. It was an enjoyable weekend and the large group made for fun evening gatherings. We believe the Saturday night bowling challenge was won by Jerry Palmer and Matt Miller over John Buttermore and Matt Carson, but you'll have to ask them.

E-PRODUCTION ENGINE FOR THE 240SX

It has been a long time in the building process, but a Nissan 240SX KA24DE engine prepped to E-Production rules has just been finished. It also is being installed in the car as this is being written. This has been quite a project since no one has ever built one of these engines to the Production Class rules before. Virtually every non-stock component in the engine is a one-off piece built solely for this engine. We kept the engine mild because there were too many unknowns. Plus the cost to build something totally new and max it out per the rules was too big a risk when the overall competitiveness of the car was questionable (it's too heavy). If the car does prove to have potential we can always build another engine. Of course, we would have to start all over ordering one-off custom parts. But this time we would have a better idea of what works best.

We hope to have the engine running within the next couple of days. A trip to engine builder Alistair Oag's chassis dyno and on-track testing should follow shortly thereafter.

OHIO TECHNICAL COLLEGE

Reed, along with two other Kryderacing clients have been advisors to the Ohio Technical College for the past couple of years. A couple of times each year there is a meeting to discuss what's happening with the school and get input from the advisors. During the May 13th meeting they were told the school had received the School of the Year award from Chicago Pneumatic. This is an extremely prestigious award and OTC beat out several schools you might be more familiar with due to their television programming.

The growth of the High Performance portion of their program was a large part of the reason they were chosen for the award. A lot of the success is the result of work done by the instructors. But during the May 13th meeting these instructors took the time to honor Reed, Rob Piekarczyk, David Pintaric, and several non-Kryderacing associated advisors with "Appreciation" recognition certificates. They specifically mentioned the work done with last years Mazda MX5 race car which the students built and, along with Kryderacing client/drivers, successfully raced in the Longest Day of Nelson Ledges 24 Hour race. The project went a long way towards a higher level of individual student involvement with their studies. It also generated positive national publicity for OTC.

The school is looking for similar projects in the future. They already have candidates in the stock car, sports car, and drag racing categories. Before everyone starts to send their proposals to the school in the hopes of having a race car built for them, please remember the school operates on donations for most of these projects. They have a ready made pool of mechanics, but the cost of the vehicle and parts must be supplied by companies or individuals. If you have a company which desires some exposure of this sort or if you are an individual who just wants to donate some money to a worthy cause, then maybe you should inquire.

KRYDERACING REGIONAL CHAMPIONSHIP SERIES - EVENTS 1 & 2

The weekend of May 16-17 featured the first two events in the 27th Annual Kryderacing Regional Championship Series. This year's series will be run at Nelson Ledges Road Course and BeaveRun and consists of eleven races over six weekends. There may be two additional events in conjunction with the 12-Hours of Nelson Ledges weekend. See www.kryderacing.com for results, point's standings, and upcoming schedules and announcements.

Kryderacing clients participating in the first two events included Chris Dercole who won both days with his ITR class Mustang. Kryderacing employee Matt Carson showed he had talents beyond his wrenching and welding skills when he won Sunday's ITS class with his 240Z. He was unable to attend Saturday and showed up late on Sunday. He qualified third after only seven laps of practice, charged to second at the start, was pushing the leading BMW for many laps, and took the lead when the BMW went off course mid-way through the race.

NELSON LEDGES NATIONAL

On Memorial Day weekend Mahoning Valley Region held their annual SCCA National at Nelson Ledges Road Course. Like most events this year, the quantity of entries was down. But the quality of racing was some of the best seen in years and several lap records were set along the way. And the weekend weather was beautiful. Sandi was Race Chairman for the event.

This was the second race in a row where the Kryderacing prepped Viper of David Pintaric challenged the Kryderacing assisted Corvette of John Buttermore for T-1 Class honors. John qualified on the pole and David gave chase early in the race. But it was John's day and he cruised to victory and established a new class record along the way. David followed home in second. Someone asked us during the weekend if it was difficult prepping two different cars for two different clients when they were competing against each other in the same class. It does offer some unique challenges, but our attitude is to do the best we can for both clients and let them settle best car/best driver issues on the track.

Bill Pintaric had an interesting weekend. When he arrived Saturday morning he was in great pain from what turned out to be a kidney stone. After some hesitation he was driven to the hospital, passed the stone, and returned for the second qualifying session. Obviously feeling much better he proceeded to put his GT-Lite Nissan on the pole. He returned on Sunday and emerged victorious after more than the normal number of close encounters on the track.

One of these encounters was with Gary Martz's E-Production Mazda RX-7. While approaching a very competitive group of back-markers Gary decided to be smart and wait until exiting the turn. Bill saw an opening and passed both Gary and a couple of the back-markers as they entered the turn. It was a risky, but successful, move. Gary finished third in class after struggling with an uncooperative gearbox for the entire race.

MID-OHIO NATIONAL

One week after the Nelson Ledges weekend most the Kryderacing bunch were found in action at the Mid-Ohio Sports Car Course. Again the entry was down from last year, but the weather was beautiful and the races exciting.

The T-1 battle between David Pintaric and John Buttermore continued. John once again won and David finished second. But the story of the race was a lot more interesting than one week earlier. John started on the pole again with David close behind. On the first lap David got his Viper alongside of John's Vette as they reached the end of the long straight. But John held the lead. The next lap David tried it again and both cars went through at least four turns side-by-side. At some point David got ahead and stayed ahead until lap seven. John was trying everything he could think of to get by, but it didn't happen until David slid a little wide exiting the keyhole. David spent the rest of the race trying to close the gap on John but ended up second for the second weekend in a row. The battle was so fierce John ran faster than his lap record. But David was faster and set the new lap record. The battle continues at Road America's June Sprints. Side note: Reed says he would be less nervous driving than watching these two clients do battle on the track.

David also drove the Mazda MX5 several of us drove in last years 24 Hour race at Nelson Ledges. This was the cars first outing in the new Super Touring U class. There were only four cars entered and they all had problems at one time or another during the weekend. David was comfortably leading when he saw a couple of faster cars approaching. Since they were from another class and he didn't want to mess up their race he moved aside. Unfortunately being a nice guy put him on the "marbles" which lead to an off-course excursion and minor tweaking of the steering when he hit the wall. He also has a bad tire rub on the crinkled fender. Some people would have parked the car but David continued. He was passed for the class lead almost immediately. But he held onto second and about two laps from the end the leader had a problem and stopped on course. David won. This was the car the students and faculty of OTC built and this was its first win. Congratulations.

The Kryderacing crew of Matt Miller and Marr Carson were doing double duty during the weekend. They were taking care of client cars and racing their own ITS class vehicles in the Regional event. This is the only race during the year where this "conflict of duties" occurs. Matt Miller pitted his Mazda RX-7 during Saturday's qualifying race to check on a friend who had had a bad crash. He returned to the race once he knew Dan was okay. Matt Carson fought his way to the lead with his Datsun 240Z but was passed on the last lap. Miller started near the back of the pack on Sunday but drove to fifth during the race. Carson dropped a spot of two early in the Sunday race but came back for a dominant victory. We also want to thank Jerry Palmer for all his crew help during the weekend. His assistance with clients allowed the Matt's time to race.

A couple of additional Kryderacing clients were also competing. Mike Olivier was also running the Regional event a with his ITA class Honda Civic. He finished a strong fifth both days. Rob Piekarczyk hasn't sold his Spec Miata yet so he keeps running it. We don't remember his finishing position in the National, but it was obvious he is getting used to this style of close racing.

During the weekend we also met what we hope will be a valuable future asset to Kryderacing. Recently we started looking for someone who had a deep interest in data acquisition for race cars. We wanted to find someone who could help our clients understand how best to use equipment of this type. They already owned some equipment and it was a shame to see these fancy

pieces of equipment being used at a small fraction of their capacity. The low usage wasn't by choice, it just seemed neither driver nor crew had enough time to fully analyze the data. We needed a person dedicated to these pieces of equipment. At Mid-Ohio we met Chris Bell. He will be joining us at a couple of future events. If his skills match his enthusiasm he may be around for awhile.

BEAVERUN DOUBLE REGIONAL

Finally the Kryderacing crew got a weekend off. At least the employees did. This was the first 2009 outing for the Kryderacing Nissan 240SX in E-Production trim. We had tried it last year with a stock engine, but this time we had a prepped engine. Alistair Oag had assembled it at his Interprep shop. On the Tuesday prior to BeaveRun we visited Alistair's facility in Jamestown, NY to run the car on his chassis dyno. We had a small cooling problem related to the thermostat but otherwise the engine ran smooth and strong.

Longtime SX renter Bill Schauer would be driving it on its initial outing. This was Bill's first 2009 race weekend and his first visit to BeaveRun. The car wasn't quite as fast as we hoped but as the weekend wore on it became apparent the gearing we were using was the biggest factor hindering lap times. The engine ran strong all weekend and Bill won the class both days.

Chris Dercole drove his ITR class Mustang to victories both days. He added a third win during his first endurance race

This was the third and fourth races in the 2009 Kryderacing Regional Championship Series. Complete point standings and upcoming schedule information can be found at www.kryderacing.com.

UPCOMING SCHEDULE ITEMS

June 19: Another Funday is planned for Nelson Ledges. Professor Kryder probably won't be "lecturing" due to a previous commitment (see next item) and a Graduate Student will be handling his classes. This should be the start of an expansion of Nelson Ledges University programs.

June 18-21: Many of our clients and employees will be at Elkhart Lake's Road America for the June Sprints. This has always been the biggest SCCA National of the year. It takes on more significance this year with the annual SCCA National Championships scheduled for the track late in September.

June 26: Professor Kryder will be handling the Funday classes at Nelson Ledges.

June 27-28: The fifth and sixth races of the 2009 Kryderacing Regional Championship Series will be held at Nelson Ledges Road Course.

July 3-5: During the holiday weekend there will be a Double National held at Nelson Ledges Road Course. This should be a very big event with lots of great racing. Kryderacing and our clients will be there in force.

July 7: Monthly Mahoning Valley Region social meeting. Call us if you want to join SCCA.

CLIENT UPDATES

Mike Solley's 2009 initial outing ended early when his Viper suffered accident damage during the first session at the VIR Double National. We plan on having the car repaired by the time Mike returns from a trip overseas.

Another Mike, in this case Olivier, also ventured to VIR. He also left with some body damage, but in the case of Mike's ITA Honda it was basically a scratch. Mike's trip was to a Double Regional event a couple of week's after the National attended by Solley. This was Mike Olivier's first experience with the beautiful VIR circuit and he came away in love with it. His lap times during Saturday's races put him in the back third of the field, but after a good night's sleep he improved considerably on Sunday. Mike also hopes to make his maiden trip to Watkins Glen later this year.

The T-2 class Mustang being built by Kryderacing for Brett Mars is progressing. It has had successful test sessions at both Nelson Ledges and BeaveRun. But there are still a fair amount of small details to be finished. Unfortunately Brett has a personal issue which may keep him away from the track for a month or two. But he is a racer and can't sit still. So the car has been returned to him so he can work on all the final touches while stuck at home. He should debut what will be a very quick car later this year.

PODIUMS TO DATE IN 2009

As of 6/7//09

SCCA	15 Wins	2 Seconds	3 Thirds
NASA	1 Win		

PRODUCTS & SERVICES

A lot of these newsletters concentrate on what our clients are doing. We do our best to keep them happy. After all, "Helping People Achieve Their Racing Objectives" is our slogan.

CLOSING COMMENT - LATE ENTRIES

On the weekend prior to the Memorial Day National at Nelson Ledges the entry count was extremely low. One disturbing pattern was the number of verbal "I'm coming" commitments received with no actual entry. This was especially noticeable with the popular Spec Miata class. On the Saturday prior to the National there were zero entries, but at least a half-dozen drivers told Sandi on that day they would probably attend. The reason they had not entered was that no one else had and they did not want to run alone.

Between that Saturday and the opening of registration the following Friday the event almost doubled in size. In the past you could count on your entry level one week prior to an event as being very close to your final count. During the last month we have seen this happen with several other events at other tracks.

A week ago we asked some friends if they were going to enter this year's 12-Hour enduro at Nelson Ledges. They didn't think they would enter because there were only seven cars entered and the event might be cancelled. How many other potential entrants are thinking the same way?

This type of attitude plays havoc with Regions planning an event. Budgets, worker commitments, and numerous other items cannot be left hanging until the last minute. Cancelling an event is a tough decision for any Region. Even when an event is cancelled the costs to a Region are enormous. Large track deposits and other expenditures are gone whether the event happens or not. And if an event is cancelled, the credibility of that event and its sanctioning Region (with both competitors and the track) will greatly hamper its possible return in future years.

Year's ago we salvaged a non-SCCA event in California which was cancelled due to a perceived low entry. The original organizers were not aware one of their participants was planning on bringing a large contingent of his friends. There was no communication going back and forth. Fortunately we caught wind of the cancellation before the reserved track dates were lost. Kryderacing grabbed the date and put on a one-day event for Russ Wilson and his friends. This "rescue" has grown to an annual (eight years to date) highlight on our calendar.

We don't have a solution regarding last minute entries. But our experience with the California event leads us to believe it has to include improved communications between participants and organizers. Budgets are tight and it's tough determining which races to enter. But it would help the organizers if drivers entered early if they were considering running that event. Most Regions allow penalty-free cancellations until shortly before the event. We just don't see how anyone benefits by waiting until the last minute. Question: Why do drivers work so hard to be first on the track, but never want to be the first to enter?

Stop reading now if you are tired of political comments.

In our early days of professional racing in the IMSA series it was possible for a lower budget team to compete successfully. Teams looked at their assets and planned their programs accordingly. Having a lot of money made things easier, but there were areas where advantages could be gained without large expenditures. There were times we slept in the transporter. We rationed tires by qualifying and starting the races on a new set and using older sets to complete races and practice with at the next venue. When we designed our cars (we designed and build several of our own tube-frame and tube cars) we used heavier, more durable pieces because we couldn't afford frequently changing the lighter (faster on the track) pieces. While we always tried to qualify well, our goal was to complete as many laps in the race at the quickest speed our equipment would allow. A successful race was one in which no slower car finished ahead of us in the results. If you think about it, even the pole sitter has that same goal. When it came to crew uniforms and pit equipment we tried to look professional without breaking the bank. Besides, you never knew when a potential sponsor might be watching. We did have some sponsors, mostly in the form of product support, and they were very important to us. One year we landed a major sponsor (money and product) in the form of a gas supplier for the upcoming season. Before the season started we lost them when IMSA went to a spec fuel from a competing gas supplier.

It might be easy to say we moved away from professional racing because of escalating costs, but a larger factor was the increasing number of rules which negated our ability to perform on a budget. After the spec fuel came spec tires and the requirement we buy sufficient quantities of new tires at each race to compete. The minimum standard of uniforms and equipment used by the teams started to be mandated. It wasn't a problem clothing the regular crew members, but requirements for the variety of volunteers created challenges. Additional safety equipment was necessary and is understandable. Television coverage brought with it requirements for equipment to be bought and installed to improve the telecasts. These and other numerous, non-racing related requirements, added increasingly to the cost of going racing.

Television and raising the standard of the IMSA series (along with similar racing programs) was the justification of many of these rules. Virtually all of them are good rules. And many of these requirements could have been easily met by our team. In fact, we had already exceeded several of them in earlier years. But the restrictions brought by these rules drastically limited our choices in how we did things. It became more and more difficult to allocate funds to areas where they would have the greatest impact on our team's success. Teams working on smaller budgets found a larger percentage of their spending increasingly committed to non-racing items dictated by rules. Flexible and smart budget planning suffered due to smaller percentages of funding available to allocate as desired. In our case the ability to compete on a limited budget slowly disappeared and we left the series.

The point of the above is not to cry about what happened to us and other teams from "back in the day"(can we use that phrase when referring to sports car racing?). Kryderacing has found great success working with numerous competitors in the amateur ranks, along with an occasional pro level client. Our knowledge and experience are major factors in successful racing results for these clients. Our ongoing success in these areas probably is the reason we have seen minimal impact to our business during the current financial crisis in this country.

So what is the point of all of the above? Simply, we believe the same thing that happened to us and others due to increasing regulations is now happening to all types of small (and large) businesses throughout our country. We're talking about all types of businesses, not just racing. Think about it.

A couple of quick additional items:

Do you remember "brainstorming"? It was a problem solving method. Do you remember how it worked? One of the guidelines was the elimination of regulations regarding what types of ideas were allowed. Whether its problem solving or the running of a business, regulations limit creativity. Some may be necessary, but most only hamper finding a better way to do things.

Remember the question regarding whether you felt the glass was half full or half empty? Depending on how you answer that question you may be indicating what's more important to you; the things you have or the things you don't have.

Enough of this babbling. Let's go racing.

Check www.kryderacing.com for weekly updates.