

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

ROAD AMERICA JUNE SPRINTS

On June 18-21 the Kryderacing crew headed to Elkhart Lake for the biggest SCCA National of the year. It would also be a good time to test the cars against strong competition in preparation for the annual Run-Offs scheduled for September on the same track. Two Kryderacing assisted cars were competing, both in the Touring 1 class. David Pintaric tested his Viper on Thursday and, except for being hit in the pit lane, all went well. David was the quickest T-1 car during the Friday morning practice session. We knew everyone would go faster in afternoon qualifying, but the morning results were encouraging. Unfortunately the Viper engine expired a few laps into the qualifying session.

The second T-1 car we were assisting wasn't far behind David in the morning practice. John Buttermore qualified quickest in the afternoon qualifying session and improved on his Corvette's time during the second qualifying session. But there were several hungry competitors nipping at his heels. During the opening lap of the race John found a slippery patch of pavement and briefly slid off track. He dropped to fifth but was soon charging towards the front. Along the way he started turning lap record times. Several other T-1 cars were running similar speeds, but John looked as if he could regain the lead before the race was over. Then his engine expired. Even though Kryderacing had no responsibility for the engines in these cars, it was a severe blow to our frame of mind.

We were joined at Road America by Reed's Mom and her friend Art. Reed's Mom has been aware of sports car racing for many years and has actually ridden with Reed during some very fast laps around Road America in Russ Wilson's ZR-1 Corvette. But Art was totally new to the experience. He seemed to enjoy it, except for the final chapters for each car.

NELSON LEDGES FUNDAYS

Reed's beginner instructions at Nelson Ledges Road Course have been very successful. But on Friday, June 19 he was needed in Wisconsin for the June Sprints. Longtime friend Mike Gerst filled in for him at Nelson Ledges. A normal Funday will have 30-50 participants and about six will attend the beginner class. On Mike's day there were only fifteen drivers due to the weather. But ten were beginners. Mike felt he did a good job and the track confirmed their pleasure with his performance. It's comforting to know you have good back-up. Thanks Mike.

FINGER LAKES DOUBLE REGIONAL

One week after returning from the June Sprints three Kryderacing vehicles were in action at Nelson Ledges Road Course. Bruce Keillor drove his SSC class Mazda to victory both days. His son, Jonathan, posted a second and a third in the ITA class during the weekend. And Reed added two more victories driving the Kryderacing Nissan 240SX in E-Production.

KRYDERACING REGIONAL CHAMPIONSHIP SERIES

Point's standings and the latest schedule changes are available at www.kryderacing.com. The BeaveRun Double Regional weekend scheduled for August 1-2 has been cancelled. But a one-day Double Regional has been scheduled at Nelson Ledges on the Sunday (August 23) following Saturday's 12-Hour enduro. This is a unique event and information can be found at Neohio's website. The rumor mill says the September 12-13 Double Regional at Bluegrass may be in jeopardy due to the track not being completed in time. Rumors also say this WOR Games Regional weekend could move to Nelson Ledges. These are just rumors so please consider them as possibilities, not fact. If they come to be true, the WOR Games will be considered for inclusion in the Kryderacing Series. One fact is there had been talks last winter concerning inclusion of the Bluegrass events in the Kryderacing Series once the track was completed. Stay tuned.

Entry levels at the first three Kryderacing Series events have been interesting. While the BeaveRun event was somewhat low the two races at Nelson Ledges have been encouraging. Actually they have been at or above 2008 levels. This is contrary to the downward trend in entries across the country. Worker participation is above last year. We have talked about this with drivers and workers and the only conclusion reached so far is "no conclusion". There seems to be lots of possible reasons. Two common threads are everyone seems to be having fun and there is a sense of community.

NELSON LEDGES DOUBLE NATIONAL

The Neohio Region hosted this event during the 4th of July weekend. Kryderacing clients almost swept all eight of their opportunities to win. Bill Pintaric recorded two wins in his GTL Nissan and his brother David added two more in the Ohio Technical College prepped STU class Mazda MX5. David almost had two additional wins with his Touring 1 Viper but a wild off-course ride (when he encountered someone else's blown engine oil) dropped him from first to second in Saturday's race. He won Sunday's race. Gary Martz also recorded a win and a second during the weekend with his E-Production Mazda RX7.

Saturday was the Fourth of July and several individuals brought their own fireworks. But if you were standing in the paddock and facing west at dusk you would have seen at least six different firework displays. A couple were from the nearby campground and park, but many were from nearby towns. Some were easily heard as well as seen while others were far enough away that only the visible portion could be enjoyed. The show was so captivating that we never looked to the east to see if something similar was happening.

QUOTES TO LIVE BY

"I believe you can get everything in life you want if you will just help enough people get what they want."

"Don't just complete the job, solve the problem."

GINGERMAN NATIONAL

Once again David Pintaric demonstrated the type of person he is by making his Viper available to a fellow competitor. When John Buttermore's Corvette lost its engine at Road America the ensuing fire caused damage to wiring and bodywork. A quick engine swap would not be the only work required to get the car back on track. The Road America disaster also occurred in the first half of the race and John did not receive credit for a finish. Rules state four finishes are required before an invitation to the Run-Offs can be extended. John had only two. They were both wins, but with the Corvette out of action for at least a month and opportunities to run Nationals becoming scarce, his options were quickly disappearing. David made his Viper available and worked out a deal which allowed John to secure a finish (2nd Place) at the July 12 Gingerman National.

HORSES?

While Kryderacing ace mechanic Matt Carson was helping John Buttermore at Gingerman and shop manager Matt Miller was enjoying a rare weekend off, Reed and Sandi were accepting an invitation from Bill Pintaric to see another part of his life. Bill, his wife (also named Sandy), and daughter have been involved with horses for several years. What started out as a single acquisition has grown to ownership of dozens of horses along with the facilities to keep them.

One of the biggest horse events of the year was taking place east of Cleveland and Reed and Sandi joined the Pintaric's on Saturday for the Hunter part of the program. It was a great time and we asked to return on Sunday for the Jumper competition. Bill and Bobbie Schauer were also invited for Sunday and the group started to look like a bunch of racers. But the focus was always on the horses. We learned a lot and would quickly accept if ever invited back.

PITTSBURGH VINTAGE GRAN PRIX

One week after seeing horse competition for the first time in their lives Reed and Sandi experienced another first. In the twenty-six previous years of the PVGP neither had had the opportunity to attend. Their presence was always needed somewhere else. This year was different and they attended the event on Sunday. What they experienced was never expected.

In the first place, the size of the affair was incredible. This event is enormous from several viewpoints. The infield (a golf course) was covered with thousands of interesting cars of all types and vintages. And we were told we should have seen it on Saturday during the car show. Everywhere you turned in the infield there were busy hospitality tents. Busses shuttled people from the paddock to the infield. And everything is FREE. The whole affair is done for charity. Hopefully it can continue for years to come.

While in the paddock we constantly ran into friends from both the past and recent. Among them were George and Shirley Shafer. George was racing their MG. George was Reed's instructor when he attended his SCCA Driver's School and Shafer's frequently made their Sebring, Florida condo available for the Kryderacing team when we ran the 12-Hour.

We also got to see the track up close and personal when we were offered a ride in the pace car for one of the races. The track is around two and a half miles of tight twists and turns with lots of elevation change. Many hazards are blocked by hay bales (they also lend the correct appearance to a vintage event) and drivers face risks not normally associated with modern racing. Many of the cars also feature safety levels (minimal) of decades ago. Drivers are properly suited and many safety precautions are taken, but the biggest safety requirement lies with the driver to not take risks associated with normal racing. For most of them that's easy to do since simply driving their vintage vehicle is more important than winning. Then there is the fact many of these cars are extremely valuable. One competitor we talked with was lamenting the dent (minor by current racing standards) in his "last of only five ever build" car from the 1950's.

This story would not be complete without one more item. Not only did we ride in the pace car, we were in it when it crashed. There were several new BMW's serving as pace cars and each race featured a couple of the cars giving high speed rides to people like us ahead of the "real" pace car. We were lucky, we got to take two of these laps. The first was uneventful but halfway through the second the car we were in started badly understeering at the exit of the turn. Whether we hit some oil (always possible during vintage races) or something else happened we don't know. But the car hit the abrupt curbing and bounced over. The front spoiler was damaged, both rims were bent, and at least one suspension arm was severely twisted. The passengers (us) were okay but our driver was starting to experience the aftermath. As we slowly wobbled away the enormous crowd started to show their appreciation of the unexpected show by standing and applauding. Back at the start/finish area the driver received a mixture of condolences and ribbing. The BMW was loaded onto a flatbed and headed for a nearby dealer.

UPCOMING SCHEDULE ITEMS

- Aug. 1-2 IT-Fest at Mid-Ohio. Many employees, clients, and friends race in this annual SCCA Regional event.
- Aug. 8 Funday and Tuning & Testing at Nelson Ledges. We hope to test the OTC-prepped MX5.
- Aug. 8-9 Grattan National. This is the target date to get the Buttermore Corvette back into competition.
- Aug. 14 Funday at Nelson Ledges. A great opportunity for some on-track fun in street cars.
- Aug. 14-16 There are SCCA Nationals (Pocono) and NASA races (Mid-Ohio) happening, but clients are not active.
- Aug. 21-23 The OTC MX5 will be running the 12-Hour at Nelson Ledges and the 240SX will race on Sunday.
- Aug. 29 Funday at Nelson Ledges.
- Aug 29-30 Buttermore (Corvette), Bill Pintaric (GTL Nissan), and perhaps David Pintaric will be at Road America.

PODIUMS TO DATE IN 2009

As of 7/12/09

SCCA	21 Wins	5 Seconds	3 Thirds
NASA	1 Win		

CLIENT BIO - RUSS WILSON

About a month ago one of our clients, Chris Dercole, suggested we include a bio on someone in each of our newsletters. It seemed like an excellent idea. As we thought about it we discovered choosing who to write about and determining how much to say was not easy. While there were many good choices, we picked Russ Wilson for several reasons. He has been a client for a very long time. He is a unique individual. And his ties with Kryderacing go well beyond being a steady client. Over the years he has helped (knowingly and unknowingly) redirect our business in positive ways. Frequently the benefits have resulted from simply observing how Russ lives his life and runs his business.

Russ initially contacted us after driving his brand new 1991 Corvette ZR-1 at a TrackTime Performance Driving School program in California. He liked the experience so much he wanted to do more of them. Since most were located east of the Mississippi he needed somewhere to store his car. One thing led to another and by the end of the year Kryderacing was prepping Russ's car, delivering it to racetracks, and providing trackside service. At the time, these were all new activities for Kryderacing.

Russ owns a hardware store. Koontz Hardware is located in West Hollywood. We have visited the store numerous times over the years. It is one of the most unique hardware stores you will ever find. It is so unique you may have seen it on a nationally televised program. Located on Santa Monica Boulevard, it is worth a visit if you are ever in the area.

Russ is a workaholic in many ways but he always has time for friends. He seems mild-mannered but doesn't like being taken advantage of and will fight every lawsuit against his store. While these are not common, some bizarre lawsuits do occur in California. If he trusts you to do the right things in life he will become a close friend. He can also teach you a few things along the way. For example, whenever we were at a track function he always made it a point to buy something from the track store or food stand. Sometimes this purchase seemed unnecessary, but Russ felt it was needed to help the store owner stay open for future customers. He always seems to be thinking of ways to help others. Perhaps that is why he has so many good friends.

Russ would frequently fly to Daytona to help Kryderacing with our 24-Hour race efforts. He also came to other races and was involved in many Kryderacing projects. Some of the equipment used by the team has been purchased by Russ and we are very thankful. He has also helped Nelson Ledges Road Course, TrackTime, Shane Lewis, and a long list of other racing connections originally made through Kryderacing.

Russ and Reed spent many hours traveling together during the four years they did One Lap of America in the ZR-1. If you ever want to learn about someone you need to do this event with them. Imagine sitting next to someone 24/7 for seven to nine days. Telling each other your life stories is a common way to pass the time. Russ's life story began in Illinois. After serving in the military he returned to the U.S. and settled in California. He met his wife, Judy, when they both worked at IBM. They have two sons, Cameron and Tyler. Cameron is now married (Stephanie) and has a daughter (Taylor). He became a Doctor. Tyler graduated from Dartmouth and is working with Russ at the store.

Readers of this newsletter also know we annually help Russ put on a program at Willow Springs Raceway. This has grown into an important annual function for many of Russ's friends. This year's event is scheduled for November 5th. We are all looking forward to seeing Russ again.

PRODUCTS & SERVICES

We have started to receive calls regarding work during the off-season. If past experience is any indication, many of these calls will never be followed up, but several will lead to new relationships for the following year. It's not too early to make plans, even if they are just inquiries at this time.

CLOSING COMMENT

Enough of this babbling. Let's go racing.

Check www.kryderacing.com for weekly updates.