

KRYDERACING NEWSLETTER

VOLUME 22, ISSUE 9

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

SHOP STATUS

On Wednesday, October 28th we sat down with our attorney and signed the papers transferring ownership of the shop property to Kryderacing. A lot has happened during the 16 years we have been renting the facility. Now a portion of our monthly expenses will be adding to our assets. It felt good.

“RIG” FOR SALE

Buying the shop property has depleted the bank account to some extent and we decided now would be a good time to sell a couple assets. The 2001 Dodge Dually, 44 foot gooseneck trailer (2005), and 40x13.5 foot awning (new in 2009) are all for sale. Contact us for additional information.

TRADE SHOWS

While Reed has missed a few, Sandi has attended all 22 of the previous Performance Racing Industry (PRI) Trade Shows. Both Sandi and Reed were at this year's 23rd edition in Orlando. A week prior to PRI they attended a new show debuting this year. It was called the International Motorsport Industry Show (IMIS) and was held in Indianapolis. IMIS looked very much like the original PRI event 22 years ago. It was small, like the original PRI, but the vendors and participants were doing a lot of business. Meanwhile the PRI event has grown to one of the 50 largest trade shows (of any kind) in the world. A lot was learned at both shows. Some of the interesting highlights include:

- * It is currently more cost effective for drivers to come from Europe to race in the United States than vice versa.
- * Helmets specifically designed for young heads are coming. Historically kids under 17 have been supplied scaled down adult designs. A young persons head is different from adults in more ways than size.
- * Chocolate milk is better than energy drinks to drink after exercising.
- * The following is not an acceptable plan for a track session - GO FAST. If you concentrate on driving perfectly the fast part will happen naturally.
- * The number of foreign (especially from Asia and “down under”) vendors and participants was noticeably large.
- * The number of data acquisition vendors and the speed with which they are introducing new products reminds us of computers in the not so distant past. Between the time you buy one and head out the door something better is available.
- * Dave Despain made an interesting comment during his Thursday morning WindTunnel Show. He was talking about the impact of the tough economic conditions and how racers were handling it. He felt racers were better conditioned for these conditions because racers never have enough money, even in the best of times.

KRYDERACING REGIONAL CHAMPIONSHIP SERIES

The annual banquet was held November 14th. All but a couple of the recipients attended. As always, the food was excellent. Kevin Stolichny did a fantastic job of handling the ceremonies. Mazza Wineries donated some fantastic wines along with some special labeled “Kryderacing Championship” bottles for each Champion. Each of the SCCA Regions announced their 2010 plans. Nelson Ledges Road Course also announced plans for next year. One of their events this past season was a 24 Hours of Lemons event titled “The Lamest Day”. For 2010 the event will be handled by a local group but will follow many of the same guidelines which have made the “Lemons” so successful and fun for the participants.

A special guest at the banquet was John McGill. John was Nelson Ledges Track Manager when we started the series 27 years ago. Several attendees took the time to honor John by telling stories of his days at the track. In case you are a member of SCCA and are wondering if this is the same John McGill for whom a prestigious annual national award ("Contributions to SCCA Amateur Racing") is named. It is.

QUOTES TO LIVE BY

"I am a student - now and for the rest of my life."

"Failure to hit the bulls-eye is not the target's fault."

SCCA/KRYDERACING NEWS

A couple of things have happened since the last newsletter. Reed and Sandi were both re-elected as Regional Executive and Treasurer (respectively) for the Mahoning Valley Region of the Sports Car Club of America. As part of their duties they also attended the NeDiv Mini-Con held early November. Scheduling for the following year and other issues concerning the Northeast Division (NeDiv) occupied many hours between Friday evening and lunchtime Sunday. While not official, the schedule we left the meeting with is probably 99% correct for the coming year.

2010 KRYDERACING REGIONAL CHAMPIONSHIP SERIES SCHEDULE (tentative)

May 15-16	Double Regional	Nelson Ledges	Mahoning Valley Region
June 12-13	Double Regional	Nelson Ledges	Neohio Region
June 26-27	Double Regional	Nelson Ledges	Finger Lakes Region
July 31-August 1	Regional *	BeaveRun	Steel Cities Region
August 22	Double Regional **	Nelson Ledges	Neohio Region
September 25-26	Multiple Regionals ***	BeaveRun	Steel Cities Region
October 30-31	Regional ****	Nelson Ledges	Western New York Region
November 20	Awards Banquet		

(*) Held in conjunction with a National. Restricted Regional classes.

(**) Held the day after the 12-Hour enduro. Both Regionals on the same day - Sunday.

(***) Two or four Regionals held over the weekend.

(****) Finale pays double points for the Kryderacing Series

2010 NELSON LEDGES ROAD COURSE SCHEDULE

Below are tentative SCCA dates. Additional dates will be posted at www.nelsonledges.com and www.kryderacing.com websites as they become known.

April 10-11	Safety training/Tech Inspections/Medical Exams/Kryderacing test days
May 7-9	Double Drivers School
May 15-16	Double Regional
May 29-30	National (NeDiv)
June 12-13	Double Regional
June 26-27	Double Regional
July 2-4	Double National (Great Lakes Div)
August 20-21	12-Hour SCCA Endurance Race
August 22	Double Regional
October 30-31	Regional

USED CAR RACE

A replacement for the Nelson Ledges "Lemons" event was mentioned earlier. At the moment the organization behind it is referred to as "UsedCar Racing". Plans are moving forward and an official announcement is expected the early January. We cannot reveal anything, but if you are going to build a car for this event, be prepared to run in the springtime.

One aspect about "Lemons" or "Used Car" races may interest non-racers. You DO NOT need a competition license. Historically, half of "Lemons" competitors have never raced anything before starting their first "Lemons" event. This may seem illogical but the rules are established to allow beginners to learn while the event is transpiring. Sort of "on-the-job" training. Several things help make it a safe environment. Everyone understands overly aggressive driving will be

severely dealt with. Experienced drivers usually recognize the fact the driver they are “dicing” with may have no experience. “Lemons” usually requires some sort of on-track experience prior to accepting non-competition licensed drivers. “Used Car” will offer their own basic schooling on at least two separate occasions prior to their event.

If you have ever wanted to actually race but did not want to make the time or financial commitment this is an excellent opportunity to try it. It is relatively inexpensive (cheap actually). The best part? It is probably the most fun type of racing available anywhere at any price. Call us if you have questions or are looking for some way to participate

UPCOMING SCHEDULE ITEMS

David Pintaric and Brett Mars are entered in the Double National events scheduled for January 8-10 in Sebring, Florida. David will be running his Viper in the STO class against some very strong competition. The SCCA has made the STO class eligible for the National Run-Offs and a lot of people are showing interest. Most of them are like David in that they normally run the T-1 class but are interested in moving up to the faster STO class. Meanwhile Brett may run two classes. His Kryderacing-built Mustang is eligible for Touring 2 and American Sedan competition. There are a few differences but the changes are relatively easy to perform. The only problem is both classes run in the same race group. Brett will probably run one class Saturday and switch to the other for Sunday's competition. Neither driver has raced at Sebring so they also have a steep learning curve.

CLIENT UPDATES

Reed, Sandi, and both Matt's made the annual trip to California last November for what has become known as the “Annual WeHo Day”. What started nine years ago as a “hurry-up” replacement for a cancelled TrackTime event has become an extremely successful day at the track for many people. Longtime friend and client Russ Wilson was the main reason for the original event and remains the primary person behind its continuation. Along the way a lot of people have become regulars and many contribute to its success.

This year's event was held on the big course at Willow Springs. The weather was perfect. The turnout was one of our biggest at approximately 30 participants and a dozen instructors. Except for one minor off-course spin, all the cars stayed on track all day. The dinner get-together the night before grew slightly from past years. Sandi's lunch planning was a great success. But the get-together after the event this year looked questionable. For eight year's we had gone to a local bar for burgers, drinks, and tall-tales from the day's activities. But that bar closed last winter and we were left searching for a suitable replacement. Mark Montgomery found a possibility and made reservations. But at the last minute Mark discovered our “old bar” had reopened at another location and checked it out on his way to the track. Following a thumbs-up we quickly changed plans. Directions to the new location were distributed. It was even better than the old location.

By the way, WeHo stands for West Hollywood. That is the location of Russ's hardware store. Paul Arevalo is City Manager for West Hollywood and has been one of the prime factors in the continuing success of the event. Many of the participants are friends of Russ and Paul who live or work in West Hollywood.

There are many people who contribute to the success of this event. Only a few were mentioned above. John Morton was one of our instructors during the first year and he has returned every year. Russ Wilson's son Tyler has become a regular and is now helping to instruct. Gary Martz has traveled from Ohio for the past two years to help instruct. Ed Dellis has been instructing and providing photo memories for the participants for many years. Walt Minato's instructing expertise had been missed for a couple of years but he was present this time. Mike Schaaf was a welcome addition to the instructor core. And we cannot forget the classroom (and on-track) instruction “performances” given by Jim Bishop. “Performance” is the correct description and you would need to sit through one of his classes to fully appreciate how Jim gets his teachings across to the participants.

Next year the event will be celebrating it's 10th Anniversary. It is scheduled for Thursday, November 4th. We usually rotate venues and in 2010 we will be using the “Streets of Willow”. Mark your calendar now.

PODIUMS IN 2009 (Final tally)

SCCA	40 Wins	11 Seconds	10 Thirds
NASA	1 Win		

Everyone at Kryderacing is proud of the above accomplishments by our clients.

CLIENT BIO

It's time to talk about another Kryderacing client. Bill and David Pintaric have been clients for several years and both deserve to have their stories told. We will talk about Bill this month since he has been with us longer. Sorry, David.

Years ago we met Bill when he was racing at Nelson Ledges. We didn't do any work with him initially. During those years Bill met and married Sandy. When a child came into the picture Bill gave up his racing to concentrate on his new family and the family business (investments) he shared with his dad and brother. Years later Sandy suggested he go racing again so Bill bought a Showroom Stock B class Nissan NX2000. Shortly after returning to competition he asked Kryderacing to maintain the car and provide trackside support. The relationship grew as Bill switched cars and classes during the years that followed. Along the way Bill won many races and championships.

When the NX2000 started to reach the end of its model-year eligibility in SSB we modified it to Improved Touring S specifications. NX2000 cars were not all that competitive in ITS and the SCCA lowered its classing to ITA. Bill soon found himself running for wins in the ITA class. But then an opportunity came along to purchase a GT4 class Datsun 510. It was an old car but well maintained. Actually, it originally belonged to Larry Ritz. Larry was Kryderacing's first trackside helper (along with his wife Marge), our first co-driver, and designer of the Kryderacing logo. Bill and the 510 were good enough to qualify for the SCCA National Championships but the older car was never fast enough to compete for the win in these Run-Offs.

Meanwhile the NX2000 lived in the Kryderacing shops and was rented by numerous drivers (including brother David) over the years. It was totaled during a Spring test session (Reed's only experience upside down). Another "shell" was acquired and the car was reborn the following year. After many more races it was sold in the spring of 2008 and has continued its competitive successes, now driven by Jonathan Keillor.

Back to Bill: after a couple of years Bill's 510 was replaced by a tube-frame Nissan 200SX. The 510 was then raced by Kryderacing shop manager Matt Miller before being sold. The 200SX may have been the first car which was significantly faster than Bill's talents. We're talking about a comparison at the time of purchase. With some seat time Bill learned to drive the car fast and proceeded to accumulate numerous victories, several divisional championships, and a few lap records. Each year at the Run-Offs he was closer to the front of the grid. At this point in time we all fell a podium if not a National Championship is inevitable.

Bill decided not to enter the 2009 Run-Offs due to various outside obligations. He had already won the Great Lakes Division GT-Lite Championship but the general downturn in the economy was creating challenges for his investment company. And there was a horse farm which he and Sandy had started several years earlier which was placing time and financial demands on him. He did manage to race (and win) during a Regional weekend late in October. He reported at that time that many of his concerns during the year were settling down and he wanted to plan a full season in 2010.

Bill's racing abilities are interesting to watch. Before a race he can be nervous and sometimes pessimistic about how he will perform. But on the track Bill is a driver you want to watch if he is involved in a close battle. The more intense the battle the better he drives. He will get faster and make fewer mistakes when the pressure is the highest. Don't bet against him in a race.

Bill is a very honest person and has a great set of values. He will honor commitments and often is the first person to volunteer for a job when help is needed. Sometimes we worry about him because he works so hard. We were initially concerned when he would leave the office and then spend late evenings at the farm doing chores. But we found out the physical labor at the farm helped him relax from the stress of the office.

Like many of our clients Bill has become a close friend over the years.

CLOSING COMMENT

The best time to start working on your 2010 racing plans is now. Contact Kryderacing for assistance.

Check www.kryderacing.com for weekly updates.