

KRYDERACING NEWSLETTER

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"HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES"

KRYDERACING REGIONAL CHAMPIONSHIP SERIES

The 2010 edition of this long running series has been completed. For close to 30 years the last races of the season have been in October. In 2010 there was one event which switched from its traditional October date to May. Another October date had been dropped in 2009 but reappeared in 2010 only to be dropped again. Then the September BeaveRun event was cancelled. Sounds bad, but there were two new dates added in 2010. One was in May and the other the end of July. In the final analysis the biggest change from 2009 to 2010 was going from a season with lots of activity later in the year to one which was heavily front loaded and ended mid-August. There were a lot of racers leaving Nelson Ledges after the August 22nd event with a puzzled expression on their faces. The last race of the 2010 season took place on a very pleasant summer day as opposed to the chilly (sometimes snowy) autumn day of past years.

Overall the number of entrants increased slightly over 2009. The 2011 schedule is being discussed and should be available in the next couple of months. Below are the final 2010 standings listed in order of points. Drivers needed to contest a minimum of four races to be eligible for awards presented at the November 20th Banquet. They are denoted below by their award placing.

A Sedan class: Bob Lewis

CF: Dave Harmison, Daniel Pyanowski, Charles Smith, James Tyo

CSR: Chris Jones, Jack Ruscilli

DSR: Allen Franzolino (Champion), Matt Machiko

EP: Bob Doernberg (Champion), Bill Schauer, Reed Kryder, Jim Llewellyn

F500: Jim Goebelbecker (Champion), Keith Joslyn, Russell Strate Jr, Ned Barefoot

FC: Gary Gouda, Johnny Reiser

FE: Jason Wolfe (Champion)

FF: David James (Champion)

FM: James Esgrow, Mike Meyers

FP: Rick Kristoff, Cathy Alexander, Jim Sloan, Ken Alderson, John McFarland

FST: Randy Shinn (Champion), Doug Seim, William Bonow, Dave Weitzenhof, Jason Steeb, Reece Everard, Robert Clark, Carl Middellegge, Jim Nash, Aaron Deer, Robert Stack, George Podgorski, Gregg Schings

FV: Guy Bellingham (Champion), Richard Johnstone (Second), Dennis Potocki (Third), Phillip McSherry, Pete Nielsen, Hugh Maloney, Brian Goodchild, Matt Kujat, Bill Wise, Rick Ruckman, Matthew Durkee, Anne Lockhart, Gary Grubb

GT1: Al Gaudino (Champion)

GT2: Harry Belizaire

GT3: John Petrone (Champion)

GTL: Richard Roberson, Craig Wood

HP: Dave English (Champion), David Hammer, James Quirk, Ray Barnhart, Barry Wills, Jon Snyder, Dickson Dawson, Matthew Parr, Michael Bennett

IT7: Bryan Bartzi (Champion), Tom Nutter (Second), Steve Dominish

ITA: Greg Vandersluis (Champion), Chris Braunlich (Second), Richard Kozak (Third), Rick Jarrett, Marc Cefalo, Mark Eksten, Richard Boehly, Jonathan Keillor, Nicole Cooper, Steve Colletti, J Scott Moller, Tex Melotti, Luke Wilwert, Mike Cefalo, C David Suess, John Morris, Amanola Everett, Samuel Mandick, Larry Ray

ITB: Ray Santomo (Champion), Greg Alley (Second), Daniel Thiel (Third), Jim Morgan, Scott Nutter, Jason LaManna, William Emery, Dean Beilstein, Rob Cox, Fred McAllister

ITC: Jim Royal (Champion), Bill Shearer (Second), Jim S. Royal (Third), Jim Hardesty, Joe Gumkowski, Ryan Scott, Bill Hornack, Carl Holbrook, Jason Jacko, Robert Everett, Ed Beatti, Jon Schneider

ITE: Jerry Waltenberger (Champion), Daniel Koplou (Second), William Thomas, Kerry Klotzman, Mark Macanga, Dennis Kszos, David Rankin, Martin Lutsch, Michael Smith

ITR: Bob Roberts
ITS: Abdulrb Aziz (Champion), Mark Keefer (Second), Michael Saddleton (Third), Ray Boniface, Greg Peluso, Brian Jules, C Patrick Kane, Rick Krane, Chris DeMinco, Charlie Campbell, Michael Lee, Marc Connolly, Richard Krahe
S2000: Bill Kasmer (Champion)
SM: David Ciufu (Champion), AJ Roderick (Second), AJ Fox (Third), Charlie Campbell, Bob Kucera, David Scott, Ron Kucera, Keith Hamilton, Tex Melotti, Charles Boehly, Dennis Mathias, Greg Zydyk, David Jones, Bill Cowad, Greg Peluso, Debra Mathias, Jim Feniello, Edward Eckart, Jerry Cabe, Mark McAllister, Patrick Jones, Rick Deerwester
SPU: Ken Fisher
SRF: Michael Hausknecht (Champion), Chris Pluta (Second), Greg Grucella (Third-tie), Dave Lancaster (Third-tie), Hill Clark, David Gillis, Paul Russ, Aaron Gillis, Mark Fickenscher, Geoff Herald, John Walsh, Mike Feno
SSB: Rob Piekarczyk
SSC: Charles Tanck (Champion)
STO: Tim Rubright
STU: Eric Budwig
T2: Freddy Baker, William Moore

12-HOURS OF NELSON LEDGES

The Ohio Technical College team returned for their fourth year of competition in this classic race. The car was the same Mazda MX5 used for the last two events. Drivers for 2010 included returnees David Pintaric, Rob Piekarczyk, and Reed Kryder. Bob Piekarczyk replaced Jim Jordan due to Jim's job obligations keeping him away this year.

One of the challenges each year is the rookie crew. OTC built the car and provides the crew each year. However, it is a fresh batch of students each time. Fortunately Kryderacing crew members Jordan Perez and Jerry Palmer have been there each year along with a couple of the OTC teaching staff. But the students do the bulk of the work. This years team was the best we have seen to date.

Our Mazda qualified fourth and moved to third when one of the HIPPI Team cars crashed heavily in the Friday evening session. A Porsche dominated the early hours of the race while the OTC MX5 and the HART Team Honda swapped second and third places during pit stops and driver variations. Around the three hour mark we were up two laps on the Honda. Then the weather changed.

First it was just a light misting which seemed to go on for a couple of hours. Then rooster-tails started to appear behind the cars and it was time for the rain tires. We were still in second at the half-way point when the car suddenly lost traction and sailed off course and into the tire barrier. After extensive body repairs by the OTC students the car returned to the track. Within a couple of laps it crashed again. The latest damage wasn't as severe and after a few repairs it was Reed's turn to tempt fate. Initially the car was undriveable due to the traction control computer going crazy. After solving that problem the windshield fogged up due to the blowers not working. The problems were resolved and Reed finally found himself pedaling as fast as he could on a wet track in conditions ranging from a steady rain to downpours. One good thing about driving in the rain is improved gas mileage. Reed stretched the run to almost three hours. We made up a lot of laps and were first in class but sixth overall. The rain put the Porsche out of the race when the moisture got to its electrical throttle control system.

We made up a couple of laps in the remaining three hours of the race but lost some time when we pitted to install dry tires. It started raining heavily just as we were finishing the switch. Fortunately we were already in the pits and the "just removed" rains were still lying next to the car.

When the race was over we were happy with our First Place in the STU class and sixth overall. The HART Honda which trailed us early in the race won the event. We were told the car is tentatively scheduled to be part of the SEMA Show in Las Vegas later in the year. But first the OTC body shop has some work to perform.

USED CAR RACING

Another endurance race was held recently at Nelson Ledges Road Course. On Labor Day weekend the inaugural USED CAR event was held. It was a 24-Hour event for vehicles valued at \$500 or less. Safety equipment does not count as part of the value and the safety requirements are similar to SCCA. If you are familiar with LeMons or Chumpcar events you know about these types of cars. The organizers initially tried to hold this event last Spring but there weren't enough entries. This time there were and at least two separate events are in the planning stages for 2011. This is an excellent type of racing for someone new to the sport to become involved with and see if they like it. The costs are low and the

number one objective is having fun. Overly aggressive driving is heavily discouraged with penalties being much more severe than those found in SCCA or NASA.

USED CAR tried one unique approach when Reed agreed to instruct all the new racers. It is not unusual for more than half a starting field in these types of races to consist of drivers who have NEVER raced or even been to a racing school. It was felt a little instruction would be beneficial. Reed's goal was to give a few safety pointers and suggestions which would keep the rookies out of trouble while they learned. By the end of a 24-Hour race most of the new drivers would have logged several hours of driving and their skills would naturally improve.

"RIG" FOR SALE

The racing season is wrapping up and the 2001 Dodge Diesel Dually and 44-foot gooseneck trailer are both available at reduced rates as of September 27th.

NELSON LEDGES FUNDAYS

Nelson Ledges added a couple of additional FUNDAYS to the 2010 calendar. October 2nd has been joined by October 8th and 9th as opportunities to take your car onto the track and enjoy speeds which would normally get you a speeding ticket. There is also an event scheduled for October 10th which will have a FUNDAY style program. Go to www.nelsonledges.com for information.

QUOTES TO LIVE BY

"Every plan has its own monkey wrench."

"Loose ends have a way of strangling you."

"People who don't make mistakes are not doing anything."

"Judge a person by their questions, not their answers."

KRYDERACING PODIUMS IN 2010 (as of September 5, 2010)

SCCA

25 Wins

14 Seconds

6 Thirds

The above totals jumped during the Labor Day weekend Double Regional event at Mid-Ohio. While Reed and Sandi were at the nearby USED CAR race many of our employees and clients were enjoying Mid-Ohio's twisting track. Mike Olivier, Bob Piekarczyk, Brett Mars, Bill Pintaric, and Matt Miller all came home with trophies.

BROCK YATES

One of the magazines we enjoy reading is "Vintage Motorsport". Brock Yates has been writing one of its columns for a while and they always make enjoyable reading. Brock has been around racing for a long time and his experiences could fill many more volumes than the several excellent books he has already penned. But it may never happen. His latest column informed his readers he has been diagnosed with Alzheimer's. We cannot do justice to how Brock tells his story of discovery and his plans for the future. It is in the Sep/Oct issue. We wish the best for Brock and his family.

Check www.kryderacing.com for weekly updates.