

# KRYDERACING NEWSLETTER

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**“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”**

## RUNOFFS DIARY

Prior to the event: Early in the year we scheduled a tent and paddock space for four cars being provided Kryderacing trackside service. All four qualified for the event, but as the date approached we lost several for some varied reasons. First Bill Pintaric (who had three GT-Lite wins during the year) cancelled due to schedule conflicts. Then both T-3 class Mazda Speed3's decided not to attend. It had been a busy development year for these Ohio Technical College built cars and the driver/owners felt the cars needed further work (or rules adjustments) before they could be competitive at the National Championships. That left only David Pintaric and his Kryderacing-built STO class Viper. We could not cancel the tent so John Buttermore was invited to join us under the canvas.

Arrival at the event: Sandi and Reed towed Gary Martz's trailer to the event and arrived Saturday morning. After helping Gary and Sam Halkias get started setting up their paddock space we checked out our rental tent. No one was around. Matt Miller would not arrive with David's rig until Monday and David wasn't due in until Tuesday. John Buttermore was due later on Saturday and we decided to call him to check on his arrival time and discuss locating of his trailer. Turns out he was currently waiting a tow truck about 70 miles south of the track. He had pulled off to get fuel and the truck would not restart. We headed south to offer a tow for the trailer in case the problem could not be immediately remedied. A new starter installation was being successfully completed when we arrived. After hanging around long enough to confirm there were no other problems we headed to Freeport, Illinois and John headed for Elkhart Lake's Road America.

Freeport: This is where Reed was born and raised. His sister, LuAnn, still lives there and his brother lives about half an hour away. The free lodging was greatly appreciated and the family reunion of siblings at lunch on Sunday was very enjoyable. We don't get to many opportunities to visit because of the distances involved and our business obligations.

Monday: We arrived at the track for an 11 AM meeting with GT-3 competitors. Bill Pintaric has been considering moving to the class. As soon as that meeting concluded Reed headed for the Competition Board lunchtime meeting. Each day there is a meeting for different types of classes. Interested competitors are invited to voice their opinions. These meetings can get very heated because of the variety of suggestions and opposing viewpoints. As one board member commented: "If 50% want one thing and 50% want the other, our decision will result in 75% of you being disappointed." Monday's meeting included the GT classes and Spec Miata. There was major Spec Miata discussion over balancing the minor differences in the three separate types of cars eligible for the class. The Comp Board has done a great job of equalizing the cars but one particular version seems to have an advantage at the Elkhart Lake track. Do you write special rules for a single track and event? Matt Miller arrived later in the day with David's rig.

Tuesday: There wasn't a lot to do during the day. Other people were qualifying, but David was still traveling to the track. Seems he had other obligations, dropping his daughter off at Ohio State. She is his only child and it is her Freshman year, so we can forgive him.

Wednesday: This was the first day for David to be on the track. There were three strong STO competitors. The BMW had qualified quickest earlier in the week but its time was disallowed for a fuel issue. The Corvette was quickest after the Wednesday session with David second. The BMW still had fuel issues. They requested the tech officials to inspect their six gas drums of what should have been legal fuel. Two of the six were non-compliant. We don't know the details. Reed, David, and Matt attended the lunchtime meeting for SS and Touring classes. One interesting idea concerned the current "2.5 rule" which is used to determine class eligibility for remaining a recognized SCCA National Championship class for the following year. It was suggested a minimum participation at the runoffs also be used as another qualifier. The problem is some classes have smaller total numbers of race cars nationally (probably true for the more expensive classes) but a high percentage of these drivers wish to attend, and support, the Run-Offs. It was suggested that if a minimum level (10, 15, 20?) attend the Run-Offs the class retains its national status even if it doesn't satisfy the "2.5 rule". Seems reasonable.

Thursday: David won the pole in the final qualifying session with the Corvette second and the BMW third. Only a few tenths of a second separated the three. David was driving great, the Viper was performing without any hiccups, and Matt was making all the correct adjustments. It was funny watching Matt and the Corvette driver's girlfriend discuss the qualifying results while in the tech building for post-qualifying checks. Both of them had been timing with their own stopwatches and believed the other was on the pole. There was still routine work to be done before the race, but it was scheduled for 8:30 Sunday morning. Lots of time to relax and watch some great racing in the other classes. Reed's Mom and Art arrived. Art is Reed Mom's friend and he became a fan when the two of them were at Road America for the 2009 June Sprints. We all attended the Mazda dinner party in the evening.

Friday: Some work was done on the Viper, but since it was in good shape and the race wasn't until Sunday everyone spent most of the day watching races. Gary Martz had his Mazda RX-7 well qualified in the E-Prod race and friend Sam Halkias was a little closer to the front in the same group. Sam was the defending class Champion and 2009 SCCA Driver of the Year. Both drivers moved forward as the race progressed but shortly after halfway they both experienced mechanical problems and were sidelined. For dinner we all headed to Swartz's for our annual feast of their mouth watering humongous steaks.

Saturday: A little work on the Viper, more spectating, and a visit to Seibkens for a drink. Seibkens is the historic watering hole for Elkhart Lake's Road America. Mom and Art treated Sandi and Reed to dinner for their birthdays (Reed's was earlier in the month and Sandi's was to be on the following Monday). The rest of the team did a little bar hopping before getting to bed early in preparation for the big race in the morning.

Sunday: The STO race day started with partly sunny but very cold weather. It was in the 40's during warm-up and a reported 47 degrees when David's race started. His race was the first of the day. It was a split start with David's STO group going first, followed by the T-1 group a minute later. The STO cars got off to a clean start but the T-1 start resulted in a huge crash with several cars totally destroyed and all racing action stopped. The following action all started while cars were accelerating past 90 mph. Seems the outside pole sitter had a transmission problem. The car behind him hit the brakes and swerved to avoid him. But he still made contact, which turned him into another car, shoving it hard into the right side cement wall. Meanwhile, cars behind them were hitting the brakes and either making hard contact with each other or in very few cases, somehow missing each other. There were cars and parts everywhere. Fortunately no one was injured. Joe Gaudette, driving a Corvette, received front fender damage but managed to get into the pits after the red flag. While David sat patiently in his Viper waiting for the restart, Matt gathered materials and planned his repair work on Joe's car (you cannot actually work on the car during a red flag). Since no one had completed a lap, both races would be restarted, but their lengths were reduced to only 15 minutes. As soon as the pace laps were under way and the red flag dropped, Matt started repairs on Joe's car. The repairs were quickly completed and Joe caught the end of the T-1 field just as they received the green flag. He had a great race and finished fourth in the T-1 field.

David led early in the STO race but the BMW soon powered by on the straight and slowly pulled away to a small lead. After several laps David found himself under attack from the Corvette for second place. Maybe it was the cold air, or maybe it was the fierce competition, but all three of the front runners were running faster than their qualifying times. David then started to edge away from the Corvette and was slowly reeling in the BMW. The last lap started with everyone knowing David was no longer being threatened by the Corvette, but catching the BMW might take more than one lap. David drove like he was possessed and caught the BMW coming out of Canada Corner. There were only two turns left. All of a sudden something happened to the BMW (driver error or mechanical?) and it briefly slowed. David turned sharply to avoid contact, was by in a flash, and went on to victory with the BMW now a couple of seconds behind him. If he had not been driving so hard during the last lap (it was the quick lap of the race for the entire field of cars) he would not have been in position to take advantage of the BMW's hiccup.

It was an joyous victory for David and everyone on the Kryderacing team. Especially pleasing was the fact the winning Viper was built from a wrecked street vehicle in the Kryderacing shop. We had maintained winning vehicles in the past and we have built some very competitive vehicles which have won many races. But this was the first major event win for a Kryderacing designed, built, and maintained race car. Wow! What a feeling!

Afterwards: Late in October many of the people associated with David's victory gathered for a party at David's home. We also discovered another side of David's love and commitment to racing. In the downstairs area were large and beautiful wall murals done by a friend of his. One depicted the outside of Siebkens and the other featured some of David's favorite drivers in a relaxed setting. If you have ever seen the paintings of gatherings at Siebkens or Seneca Lodge you will understand. Only this painting was life-size. The party was a big success and our thanks are also extended to Janet (David's wife) for all the work she obviously put forth preparing for it.

## ADDITIONAL RUN-OFFS NOTES

Long time friend Amy Ruman had a great Run-Offs in her GT-1 Corvette. She qualified third and proceeded to finish third in a very strong field of competitors. Amy has also been consistently finishing on the podium in TransAm professional races this past year. Reed autocrossed against Amy's dad, Bob, in the early 1970's before entering the racing arena. Bob followed a few years later and became a front runner for many years in the TransAm Series before turning the car over to daughter Amy.

Matt Carson and Jerry Palmer have been at the last several Run-Offs as Kryderacing crewmembers, but when several clients decided not to attend we had to drop them from this year's trip. Matt Carson came anyway. He helped BackStreet Performance part-time with their portable chassis dyno and hired out his services to several competitors during the week. We don't know what all he did and who all he helped but we did have several drivers tell us they were glad he was there. Matt Carson is a valuable member of Kryderacing, we just wish we had enough work to hire him full time. Maybe someday.

## QUOTES TO LIVE BY

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

"Don't let the competition write the rules."

"The big challenge is getting things done while remaining calm."

## 2010 KRYDERACING PODIUMS

SCCA            26 Wins            17 Seconds            8 Thirds

NASA            1 Win (we only ran once)

## KRYDERACING REGIONAL CHAMPIONSHIP SERIES

Just a reminder. The Banquet is scheduled for Saturday, November 20<sup>th</sup>. Sandi has all the details and she can be reached by calling 330-854-4889 or online at [www.kryderacing.com](http://www.kryderacing.com). We also want to thank all our 2010 Series associates for their contributions. Expect to see a strong presence from Sunoco Fuels, Hoosier Tires, and CarboTech Brake Pads at the banquet.

## OTHER UPCOMING KRYDERACING SCHEDULE ITEMS

- \* On November 2<sup>nd</sup> Reed and Sandi will stop by the SEMA Show in Las Vegas while traveling to California.
- \* November 4<sup>th</sup> will find Reed, Sandi, Matt Miller, and Jerry Palmer at "The Streets of Willow" Springs in California for the 10<sup>th</sup> Annual WeHo Day. What started out as a one-off track-day years ago has become an annual get-together of long-time Kryderacing friend Russ Wilson and his buddies from southern California. Many of the participants have been regulars since the beginning. Call us if you will be in the area during the event and might want to attend. We'll give you the details.
- \* November 5-7 will find David Pintaric and Matt Carson racing David's Viper in the ARRC event at Road Atlanta. This event is for all the "Regional Only" classes which cannot compete at the Run-Offs. In several cases cars which normally run in National classes also fit into a Regional class. David's STO class Viper can easily be converted to the ITE class.
- \* On November 12-14 Reed and Sandi will be attending SCCA's Northeast Division Mini-Con in Rochester, NY. Reed is Regional Executive and Sandi is Treasurer for the Mahoning Valley Region. Amongst many meetings will be intense discussions and scheduling of the 2011 National and Regional race schedules.
- \* November 20<sup>th</sup> is the Kryderacing Regional Championship Banquet. See item above.
- \* November 25<sup>th</sup> is Thanksgiving and a houseful of relatives for Reed and Sandi. Sandi loves to cook and it has become a family tradition for everyone to come to their home.
- \* December will bring more conventions. IMIS is in Indy on Dec 1-3 and PRI is in Orlando on Dec 9-11. With any luck Reed and Sandi will visit relatives and friends in Florida either before or after PRI.

We also have a fair amount of work to do around the shop on several race cars. The 2011 racing season isn't too far away.

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