

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

QUOTES TO LIVE BY

“All comprehension is temporary.”

“Focus on your strengths.”

“Identify and manage your weaknesses.”

“You don’t control people, you communicate with them.”

“It is possible to know so much about a subject that you are totally ignorant.”

“Failure to hit the bulls-eye is not the targets fault.”

10th ANNUAL WEHO DAY

This year the event was held November 4th on the “Streets of Willow”. Close to 40 drivers participated. All of the usual characters were present. Many have been there since the event started ten years ago. Anniversary shirts honored the occasion. Russ Wilson had been planning on inviting several of his friends from the West Hollywood area for another event 10 years ago. Sandi Kryder quickly arranged a replacement day when the scheduled event was cancelled. Reed Kryder worked up an agenda and booked instructors, including John Morton. The group was small (15-20) the first year, but almost all of them continue to attend. Beside doubling the size of the on-track program, the dinners held both before and after the event have grown into special functions in their own right.

There are so many people who contribute to the success each year. In addition to the above are Paul Arevalo (Russ’ partner in organizing the participants), Jim Bishop (so good with his classrooms that some experienced drivers skip their initial session just to listen to him again), Matt Miller (Kryderacing Shop Manager and helpful wherever needed), Jerry Palmer (Kryderacing mechanic making his first trip to the WeHo), and Mark Montgomery (contributing quietly in many ways). Joining John Morton in instructing this year were Ed Dellis, Johnny Kanavas, Mike Schaaf, Marc Wilson, Tyler Wilson, and Raffi Tokatlian.

By the way, WEHO is derived from WESt HOLLYwood. The 2011 event is scheduled to be on the “Streets” on November 4th. Mark your calendars.

2010 KRYDERACING PODIUMS

SCCA 26 Wins 17 Seconds 10 Thirds

NASA 1 Win

These numbers represent another successful year for Kryderacing clients. Congratulations to everyone.

KRYDERACING REGIONAL CHAMPIONSHIP SERIES

The banquet for the 28th Annual Kryderacing Regional Championship Series was held on the evening of November 20th. Champions were declared in twenty different classes and many of the second and third place finishers were also recognized with the traditional Kryderacing Series plaques. Most of the winners were in attendance.

A la Cart Catering served some fantastic food in very pleasant surroundings. Marv Gray did a fantastic job as Master of Ceremonies. Many of the SCCA Regions had their Regional Executives talk about plans for 2011. Kerrie Lane announced plans for Nelson Ledges in 2011. Unfortunately no one was present to talk about the 2011 plans at the BeaveRun Motorsports Complex. The "Divisional Challenge for the Nelson Cup" was discussed by Brad Morris, Greg Vandersluis, and Jim Royal. Sandi Kryder did her usual excellent job of organization and Reed was available to help her (there have been years when he was busy elsewhere).

Nelson Ledges Road Course, Neohio Region, Steel Cities Region, Western New York Region, and Mahoning Valley Region all contributed to the prize drawings for the Champions. Most of the prizes were one-half off testing days and race entries. All were greatly appreciated. Mazza Wineries also contributed special bottles of Cabernet Sauvignon all the Champions as well as serving some of their excellent wines to all attendees during the evening. If you see some in your local wine store it is worth trying.

New this year and adding to the prizes awarded were some significant contributions from some new associates. Sunoco and our supplier at Nelson Ledges Road Course, Bazell Race Fuels, awarded certificates for a sizable quantity of free racing gas in 2011. The certificates were given to the ten champions using Sunoco gas and displaying decals and patches. Hoosier Tires and Terry Gilvin made four tires available to some lucky drivers using Hoosier racing rubber. And CarboTech Brakes supplied an axle set of brake pads (given out during the drawing), discount coupons for ALL the Champions, t-shirts, and a few additional handouts. All the Champions received an envelope containing their awards along with decals and promotional material from these sponsors. The sponsors banners were also evident around the banquet room and added to the "racing ambiance". Thank you to everyone.

At the end of the evening Reed announced planning for the 29th Annual Kryderacing Regional Champions Series are already underway. The schedule is almost complete. Details will be announced early in 2011.

2011 SCHEDULES

It's the time of year when future event dates start appearing. Within the past couple of weeks many have been announced for Nelson Ledges, SCCA, and NASA. Several of interest include:

January 7-9 and 14-16: Double Nationals at Sebring and Homestead. We have a couple of clients scheduled for the first event and considering both. Florida-based garaging and preparation arrangements are all possible during the days between the events. Contact us if you want to join the trip south for some racing and a little sun-bathing.

May 7-8: Great Lakes Division has their annual SCCA Driver's School at Nelson Ledges Road Course. This is the only local SCCA school scheduled in 2011.

July 2-3 and August 27-28: These are the SCCA National dates for Nelson Ledges.

August 20: The "12-Hour" SCCA race returns to Nelson Ledges followed by the August 21st Double Regional.

September 23-25: The SCCA Run-Offs will be held at Elkhart Lake's Road America. Kryderacing will be going for a repeat winner in David Pintaric with his STO class Viper while helping others pursue their first victory.

October 15-16: Rumor has it there may be a VERY LONG race for "\$500 style" (think "LeMons") cars at Nelson Ledges Road Course. There may also be additional (but shorter) races for these types of cars under the USED CAR banner at both Nelson Ledges and BeaveRun. Dates tbd.

CLIENT UPDATES

* Not satisfied with one victory in post season championship events, David Pintaric took his Kryderacing built STO class Viper to Road Atlanta for the ARRC Championships. The car was slightly modified to run in the ITE class. ITE class cars have more freedom of modifications than STO cars but David was competitive for the win. A slight miscue while challenging the leader dropped him to third at the finish. Preparation is underway for the Florida Double Nationals in January.

* Chris Dercole took his ITR-class Mustang to VIR in October for a Double Regional. He had loved the track during his initial visit this past spring. Both the previous experience and several Kryderacing updates to the car during the season resulted in greatly improved lap times. Unfortunately the transmission input shaft broke during Sunday's race. Chris was still happy with the weekend. The car is currently in our shop awaiting a new custom input shaft.

SHOP STATUS

It's that time of year when everyone is talking about what needs to be done to their cars for the next racing season. While it is a slow time for most shop activities we always advise clients to avoid the Springtime rush which usually happens by waiting until the last minute. We aren't alone in this. A engine builder recently told us things are slow right now but they

always pick up right after the December PRI Show because everyone waits to see the latest products and place their orders at that time.

It seems we have always operated with just enough floor space to handle our clients. Somehow we always found enough space for "just one more client". No one was ever rejected. But every once in a while we wonder what we would do if someone new came in with a couple of cars, a big rig, and the desire to have Kryderacing both maintain and store their equipment. A "solution" walked through our door the other day. Turns out there is a large, relatively new, building less than a mile away which has sat dormant for the last couple of years with a big "for sale" sign outside. The other day someone stopped by to inform us they were renting storage space inside the building. The prices seemed reasonable and the location makes it convenient to move client vehicles back and forth. We are keeping their information close at hand.

HISTORY

While at the recent NeDiv Mini-Con Reed and Sandi were reminded of a part of our history which had both highs and lows. While having dinner at the banquet, one of the guests at our table, G. W. Henderson, informed us he was trying to sell a car which had been in our stable during the 1997 IMSA Season. It was the first of three Nissan factory-backed IMSA GTU Nissan 240SX racers campaigned to championships by Leitzinger racing. We proceeded to relate some of our ownership story to our dinner companions.

1996 had been a good year for Kryderacing. At the end of the year we made plans to update our IMSA GTU Nissan 240SX to Motec based fuel injection. This was a very expensive undertaking, but it was necessary to stay competitive. Late in the Fall two additional things happened. We were approached by several European drivers looking for a ride in the Daytona 24-Hour race and the Leitzinger 240SX became available. Our Daytona reputation was excellent with four consecutive finishes. As a result we had enough inquiries to justify two entries for the 1997 race. Our financial situation was examined and decisions were made. While we worked on our car in the Kryderacing shop, Matt Miller and Donny Huberty were dispatched to the Leitzinger shops to complete the transformation of our newly purchased racecar. Its arrival at Daytona was the first time Sandi and Reed saw it in Kryderacing colors. It also included a new Motec system. We had two entries and a big crew to support the effort.

During 1996 IMSA ownership had changed and the new name of the series was SportsCar. Reed was invited to be part of a committee to discuss rules changes upon our arrival for the 1997 24-Hour race. There were 108 vehicles entered. We had seen close to 100 cars start the race in the past, but 1997 could probably set a record. It depended on how many of them survived practice and qualifying. In all of our years of participation we had never seen the starting field limited. If you could run, you started.

Our problems started early. The old car was nearly as fast as in the past but should have been faster with the new Motec system. It qualified 87th. (Note: while at the next race many Motec problems were rectified). The new car had worse problems, it simply would not run. The Motec staff (5-6 people) at the track spent more time on our new car than just about everyone else put together. It finally made it onto the track minutes before practice ended Thursday evening. It ran, but still wasn't right. The Motec was remapped and during Friday's short session the car qualified 82nd. We felt the next Motec remapping would make the car very competitive with the class leaders when the race started. The old car would need to rely on our legendary reliability.

After qualifying it all went wrong. SportsCar decided to limit the starting field to 80 cars. Lawsuits were threatened by other teams who failed to make to cut. SportsCar indicated they would start any car waiting in line if less than 80 cars appeared on the grid. So most of the cars which qualified 81st or slightly higher prepped for the race and were waiting in the garage area for the start. Despite threatened lawsuits and a few cars not starting no one was added. We all packed up. But, the disaster wasn't over.

We couldn't get out of the garage area until after the race. There was no big tunnel back then. We also had nine paying co-drivers demanding some kind of a refund. They knew we weren't at fault, but neither were they. Most of the financial re-imbursements were agreed upon Sunday morning. When the race was over that afternoon we were ready to leave with our two rigs. The paddock had been crowded and we were blocked in by a shipping container in addition to the other rigs. The rigs slowly departed but no one knew anything about the shipping container. The SportsCar officials even seemed to go out of their way to not assist us. Maybe they were just tired and wanted to go home. Late in the evening the track security people forced us to leave without our rigs. They knew nothing about the container. So instead of heading home we checked into a hotel for another evening. More expenses. The next day we waited at the track for someone to remove the container. Meanwhile, we were constantly being told to take our trailers and leave. Late in the day someone came and removed the container. We didn't come close to making it home that evening. More lodging expenses.

The original decision to buy the Leitzinger car was based on calculations showing the expenses involved would all be covered the instant we took the green flag to start the race. Those calculations would have held true if we had started the race with even one car. We knew there were risks, but it looked like an excellent time to take them. Sometimes it all goes wrong. Upon returning home we had debts on a scale never experienced before. Many adjustments in how Kryderacing conducted business were made during the 1997 year. Obviously, selling the Leitzinger car was the number one objective. As long as it remained, our debts were near paralyzing. It was late in the Fall when the car finally sold. Everything was delivered to a shop on Long Island.

Would we like to buy the car back? Of course. It is a significant piece of IMSA and Kryderacing history. Can we buy it back? We could do some risky financing, but not at this time. One thing we learned during 1997 was that our clients must come first. We will not jeopardize Kryderacing, and them, again.

One additional footnote: Kryderacing returned to Daytona in 1998 with our old car and once again finished the 24 hour event.

PRODUCTS AND SERVICES

* HANS training is required of their dealers at least every two years. It usually takes half a day and is essential to keep HANS dealers up-to-date with not only the latest products from HANS, but also related racing safety research. Sandi and Reed will be attending the session while at the Performance Racing Industry Show in December.

OTHER UPCOMING KRYDERACING SCHEDULE ITEMS

It's the time of year for racing related trade shows.

* The SEMA Show was actually held early in November. Reed and Sandi decided to attend it for the first time in several years. There was also a chance one of the cars Reed had driven recently was going to be in the Mazda display. That didn't work out, but since the schedule had them traveling near Las Vegas on the way to the WeHo program, they decided to stop for one day. There were several items in particular needing some research and doing the show in one day seemed reasonable. While crowds had been down significantly the last few years they rebounded a lot in 2010. Meeting all the objectives meant fighting crowds and not being able to look at much of anything else. The 2011 SEMA Show is on our "want to do" list, but not in one day.

* The next show is IMIS in Indianapolis. It is scheduled for December 1-3. This is the second year for the show and it is supposed to be at least four times bigger than last year. We attended the show last year and were greatly impressed. Reed, Sandi, and Matt will be going from Kryderacing. Clients Gary Martz and David Pintaric will also be present.

* The Performance Racing Industry Show is scheduled for December 9-11 in Orlando. This is the premier racing show and is a "must" for racing related businesses. Reed and Sandi are scheduled to attend.

CLOSING COMMENT

The IMIS and PRI Show dates will overlap in 2012. IMIS was created after PRI "temporarily" left Indy for Orlando. A couple of years later PRI signed contracts to stay in Orlando. Shortly thereafter a group of racers decided to start their own show in Indy, thus IMIS was born. It is a shame the two shows will compete with each other for attendees and participating companies. You would think with all the "splits" (USAC/CART, CART/IRL, ALMS-IMSA/Grand-AM, etc) in racing's history someone would have made the effort to avoid this type of activity and the harm it creates. The two shows are very similar, but they also are different in many ways. The only benefit we see to their overlapping 2012 dates is the expenses we will save by being forced to attend only one of them.

HAPPY THANKSGIVING TO EVERYONE

Check www.kryderacing.com for weekly updates.