

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

SEBRING DOUBLE NATIONAL

Most of the Kryderacing crew was able to escape our Ohio Winter for a weekend when we traveled to Florida for this SCCA event on January 7-9. We were providing trackside support for John Buttermore and his T-1 class Corvette as well as two cars for David Pintaric. David had his STO class Viper and his recently acquired Spec Miata. It proved to be a very interesting and challenging weekend. All three cars participated in the test day on Thursday. The sessions were shorter than planned due to weather problems and other competitors having severe accidents which required lengthy clean-ups. But all three of our cars ended the day with no problems, thanks in large part to work performed by Matt Miller and Matt Carson. Thursday was also a good day for Reed and Sandi. They used it to visit long time friends and Kryderacing supporters Rod and Mary Whelan. Rod and Mary were always a big part of Kryderacing when we raced IMSA. We try to visit whenever possible. They are doing fine.

Friday found all of us at the track for two rounds of qualifying. There would be additional rounds of qualifying on both Saturday and Sunday mornings. John was first or second in the T-1 class in all of his qualifying sessions. The STO class probably had the biggest field in the history of the class with 13 cars entered. The top three cars from last year's Run-Offs were all present along with a Ferrari from the team expected to contest for the 2011 National Championship. David sat atop the field for one of the sessions and was always included in the top four. The Spec Miata field had close to sixty cars entered and David was faced with a large and competitive field in his first-ever SM race. He qualified solidly in the middle of the field.

Race #2 on Saturday was the SM event. David was getting used to the car and the competition. He was moving up through the field when he was tapped from behind and spun. While facing the wrong direction he was hit by another competitor and knocked the nose bodywork askew. He continued and advanced through the field again, picking off as many cars as he could.

Race #6 had both the T-1 and the STO class cars participating. John's Corvette had the class lead but slowed slightly due to what we later believed to be too rich a fuel mixture fouling the plugs. This dropped him into a race-long battle for second place. A battle he eventually won. David's STO Viper also lead his class for a while before being punted out of the way by another STO competitor. He rejoined the field, caught and passed the third place Corvette, and was catching the leading BMW and Ferrari when the transmission broke.

Saturday night was a long one for the Kryderacing crew as we worked on all three cars. We used chains and a truck to pull the front frame away from the Miata radiator before reassembling bodywork pieces and adding lots of tape. The Corvette received a lot of inspection due to its questionable running condition and an exhaust pipe leak. Finally, a transmission transplant was performed on the Viper.

Sunday morning found all the cars running quite well after the previous evenings work. The Miata actually was turning its best times of the weekend. Another long time friend and past Kryderacing IMSA co-driver, Dave Deen, dropped by to visit and help the crew. We were happy to see him.

Race #2 found David charging through the big Miata field and by mid-race he was involved in the battle for 18th place. The battle apparently got overly fierce and David found himself again playing catch-up from the back of the field. While the weekend's SM results were not what David was hoping for, the amount of wheel-to-wheel competition was exactly what was needed to advance his experience with this type of race-craft. And the speed he showed demonstrated he will become a driver to contend with as the season progresses.

Race #6 was one we wish we would have skipped. John had entered the weekend with two goals. First, he wanted to

have fun, mainly because he hasn't had too many opportunities to actually race during the last couple of years due to other commitments. Goal number two was to leave the track with a solid car for his son to race during the 2011 season. The car had recently finished a reconstruction after a massive crash at the 2009 Run-Offs. The decision was made to start Sunday's race at the back in the hopes of avoiding the occasional first lap "big crash". The race started as planned and John was cautiously passing back-markers during the first lap. As he came onto the backstretch the car in front of him slid off course and came back on. John safely passed, but at the end of the back straight and entering the last turn the recently passed car made an ill-advised pass attempt. John was tagged and spun into the cement barrier. The rear-end damage ended John's race and brought out the pace car for the rest of the field. When asked about the pass attempt later in the day the other driver said he was racing with the car in front of John until he had gone off course and wanted to resume the battle as soon as possible, thus attempting a pass immediately rather than waiting for John to pass the car he had been battling with. While starting at the back can avoid first-lap trouble it also puts a driver in amongst back-markers who sometimes are not thinking clearly.

Prior to the full course caution coming out for John's crash, David found himself involved in a terrific four-car battle for the STO lead. It was not to happen. After a lap or two of slowly following the pace car some rubber apparently got caught and wedged between one of the Viper's big exhaust pipes and some bodywork. A lot of smoke led to stopping by the closest corner station for some fire extinguisher activity. Both cars we were helping were out of the race in the first couple of laps.

Follow-ups: The cause of the Viper smoke will be investigated along with ways to minimize it happening again. The Miata is at a body shop being prepped for possible display in the Cleveland Auto Show prior to its next race. And the Corvette is also in a body shop receiving an estimate. On the good news front, SCCA granted John a renewal of his license based on his past track record.

2011 KRYDERACING PODIUMS

SCCA	0 Wins	1 Seconds	0 Thirds
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NASA	0 Win
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SCCA NATIONAL CONVENTION

For several years Reed and Sandi have been attending the Sports Car Club of America's National Convention. They are both officers in the Mahoning Valley Region of the SCCA. This year's event was held in Las Vegas. Before you start to think it was all fun, let me tell you the three days are filled with meetings and seminars. Some are very interesting but others are difficult to sit through. There was a little vacation involved and one day was spent at the Hoover Dam. Another day was spent making a trip to Los Angeles to visit Russ Wilson.

There were a few things our readers may be interested in. One of the first was the awarding of the Martin Tanner Award to the Nelson Ledges Road Course Safety Team. This award is not given out every year. To be honored, track workers must have placed themselves in a difficult and dangerous situation. At last year's 4th of July Nelson Ledges National races there was an accident during one of the races which unfortunately resulted in the driver losing his life. The Nelson Ledges Safety Team's efforts were recognized as giving the driver the best opportunity to survive his injuries. An after-the-incident follow-up had the local fire departments visiting Nelson Ledges to receive training about the Safety Team's operations from its members.

Two of the SCCA Hall of Fame inductees were well known to Reed and Sandi. Jim Fitzgerald was the main reason Reed raced Nissans for many years. After selling his original racecar, a Datsun 240Z, Reed contacted many companies with his plans for the future. It wasn't easy to make his dreams of racing a current model car happen, but eventually both Porsche and Mazda approached him with offers involving cars. Reed still loved Datsuns back them and during a conversation with Jim Fitzgerald he expressed the desire to stay with the Datsun brand. Jim said he would talk with someone. Shortly thereafter Reed received a call from Datsun and arrangements were made for the delivery of a 280ZX body-in-white. We have missed Jim's friendship since his death and were very happy to see the SCCA honor one of their best drivers and statesmen.

The other Hall of Fame Inductee we knew was John Bishop. John was President of SCCA for many years. During that time he started such famous professional series as Can-Am, Trans-Am, and Formula 5000. But during those years there was a strong faction within the SCCA which felt the club should not be involved in pro racing. John left and started another organization, the International Motorsports Association (IMSA). In 1982 Kryderacing started racing in the IMSA GTU class. Through the 1980s and 1990s Reed competed in a hundred IMSA races. During that time Sandi spent many years working IMSA registration with Peggy Bishop, John's wife. John was at the award presentation and Reed and Sandi enjoyed talking with him for several minutes afterwards.

2011 KRYDERACING REGIONAL CHAMPIONSHIP SERIES

While there are still a few details to finalize, it looks as if the 29th edition of the Kryderacing Regional Championship Series will feature a variety of events at Nelson Ledges Road Course and the BeaveRun Motorsport Complex. We have talked with most of our sponsors (Hoosier, CarboTech, Sunoco Race Fuels, and Mazza Wineries) from last year and so far all have agreed to return. Their participation is greatly appreciated and we will continue to promote their great products through the series. The schedule so far includes the Mahoning Valley Double Regional (May 28-29), a restricted Regional race for closed and open wheel vehicles held with the NEOHIO National during the Fourth of July weekend, another restricted Regional with the Steel Cities National (August 30-31), a single-day Double Regional hosted by NEOHIO (August 21) held one day after their 12-Hour Enduro, and a QUAD Regional (October 29-30) hosted by NEOHIO. All of the events will be held at Nelson Ledges, except for the Steel Cities event at BeaveRun. The Annual Banquet takes place November 19.

QUOTES TO LIVE BY

“Judge a person by their questions, not their answers.”

“The person who sees opportunity and does nothing is asleep with their eyes open.”

“You have to do it by yourself, and you cannot do it alone.”

“I am a student, now and for the rest of my life.”

CLIENT UPDATES

Once again, a bunch of our clients made their annual pilgrimage to Daytona for the Rolex. These trips started several years ago when Kryderacing was hired to handle trackside service for several Koni (now Continental) Series cars. All of our regular crew members plus a few extra were on the team. Several client/drivers also made that earlier trip. This Kryderacing team returned the following year doing similar trackside services.

Some of the crew thought this activity was so much fun they started their own team. Pirate Racing now borrows Kryderacing's Matt Miller along with some of the other crew members from the earlier years. And several client/drivers continue to make the trip just for the sun, warm weather (huh?), and racing.

This year a new twist was added. David Pintaric was a co-driver with the Pirate team, driving their Mazda RX-8 in the Continental Series. It was David's first pro-level race as well as his first at Daytona. He made an excellent teammate and the RX-8 might have finished well except for being hit (hard) by another driver (more than once) during the first half of the race. Late in the race and after the driver change the engine expired.

* David Pintaric's Dodge Viper has been getting a lot of great exposure lately. After winning the STO class race at the SCCA National Run-Offs last September his beautiful red Kryderacing-built machine has received a lot of attention from different areas. Recently it was part of the SCCA display at the Cleveland Auto Show. It will also be on display at a major Viper club function scheduled in Columbus, Ohio on April 9th. And a magazine article is in the works.

MISC

* While at the Rolex race in Daytona Kryderacing participated in a meeting involving the future of B-Spec cars. In case you haven't heard these are small sedans targeted for entry level racing. But their lower cost, limited and specified modifications, and potentially competitive environment make them enticing cars for rental programs. We are investigating the potential of having B-Spec cars for rentals as well as building them for other people. Rumors persist there may also be a pro series for the cars in the future.

* FUNDAYS have been a big success at Nelson Ledges Road Course for several years. Despite the poor economy of the past few years, FUNDAY participation has been on a steady rise. Work is underway on something new for 2011. Reed will be helping with two FUNDAYS targeted towards new drivers only. Regular half-day beginner programs are standard at normal FUNDAYS and will continue to be offered. These new “full day” beginner programs will offer extra training for new, and almost new, drivers.

* A new opportunity for SCCA National level racers was approved recently by the SCCA. Later this year two “Bonus Nationals” will be tried on a pilot basis. The idea originated as a concept to spread a National race weekend over the course of a year by allowing each regular National weekend to run a single group in a second points-paying race.

Originally called a "mini-double" the name was later changed to "Bonus National". There are many questions to be asked, especially those pertaining to a complete season of racing. But initially it was felt to try the concept in just two events. The two pilots will be the Steel Cities National at BeaveRun on July 30-31. We believe their Bonus National race will be for the big-bore classes. The second Bonus National will be held at Nelson Ledges on the August 27-28 weekend. Hosted by the Mahoning Valley Region, the Bonus group will be for EP, FP, HP, GTL, and STU classes. Contact Reed Kryder for additional information on this concept.

HANS UPDATE

There have been a couple of recent developments regarding HANS posts. You may have noticed helmet manufacturers are now offering helmets with Snell 2010 SAH approvals. The "H" after the SA means the helmet has a threaded nut for the HANS posts already built into it and is 2010 Snell approved. The built-in nut created the need for a new post design in order to properly orientate the "pointed" end of the post assembly which the tether strap clips over. Since this inside nut on SAH helmets cannot be adjusted, the direction of the "pointed" end was no longer controllable with the old design post assemblies. This new post design works on helmets with or without nuts pre-installed. You simply discard the "nut" part of the assembly if you have a SAH helmet. The frustration of having to properly orientate the inside nut is a thing of the past. It is so much easier to install the posts, whether the HANS is SA or SAH Snell approved.

A reminder for anyone racing in SCCA amateur events. HANS and other SFI accepted devices become mandatory in 2012. Why wait to be safer? Kryderacing strongly recommends HANS. Of course part of the reason is we sell them. But do your own research and you will discover the HANS Device is clearly the best choice.

CLOSING COMMENT

Amongst Reed's collection of sayings is one which goes "Remember lesson of 11-4-85 basketball game." What follows is his explanation of its meaning:

I played basketball a lot while attending college (usually to get away from studies) and during my years at Goodyear on teams in several after-work leagues. I always worked on getting open to receive passes and improving my shooting. What I learned during the game on 11-4-85 was to not only get open but to get open at the right time to take a shot. It seemed like such a simple concept, but I realized I had always been trying to get open without thinking a lot about my positioning if the ball was passed to me. I often found myself without a shot opportunity and ended up passing the ball to someone else. In essence, I was succeeding in getting open and receiving the ball, but frequently not being able to take advantage of it. I changed some of the ways I approached the game after that evening. Both the team and myself benefited.

Years later a good friend and mentor mentioned the need for planning for success. His lesson didn't pertain to how to succeed, but being ready to take advantage of it when it happens? In a way, his lesson was similar to the basketball lesson of 11-4-85. Recently Kryderacing has been experiencing growth. The reasons are many but most pertain to how Kryderacing people take care of our clients and contribute to their successes. We have plans for handling the recent growth and are implementing them.

Another saying says: "Success breeds success". It is especially true if you have prepared a plan to take advantage of success. 2011 looks to be a challenging and exciting year for Kryderacing.

Check www.kryderacing.com for weekly updates.