

# KRYDERACING NEWSLETTER

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## “HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

It is the time of year when we are very busy but not a lot is happening which makes for exciting news. The shop is full of grinding, welding, drilling, and other sounds. Reports from numerous race events are about a month away. We did find a great “filler” item.

### RACE REPORTS

\* For several years there has been a Safety Training Day at Nelson Ledges Road Course. Corner workers and other crews involved in emergency services teach new recruits and update past volunteers on many procedures. Several other things usually surround these activities. Doc Saddleton offers his services by giving drivers their annual physicals. Tech people are on hand to perform annual inspections on racecars. And Kryderacing uses the day to check out some of their own and client's vehicles. The event was held April 9<sup>th</sup>. Spring rains ended during the morning hours but the track remained damp and the run-off areas needed to be avoided. First out was Reed in the Kryderacing E-Production 240SX. Much of the car had been rewired over the winter and the power steering components were reinstalled after an absence of several years. Everything work and the SX was parked after a few laps. Bill Pintaric's GTL Nissan was parked after only one lap. Something happened internally with the clutch and the inspection had to wait until the car was back in the shop. Rob, Piekarczyk had better luck with his Mazda, being delayed slightly by a power steering belt problem.

### HISTORY

For years we have kept what we call the “Brownbook” in the shop office. By leafing through its pages one can get a good understanding of who we are and what we do. The history pages were recently updated and are recreated below.

#### KRYDERACING HISTORY

Updated 4-25-11

1971 - 1974: Reed and Sandi Kryder successfully competed in local Solo events with their Datsun 240Z. Both recorded numerous wins and “Fastest Time of Day” awards. KRYDERACING was founded in the fall of 1974. Since then it has grown from a small amateur effort to a highly successful team in many forms of racing.

1975 - 1978: KRYDERACING built and campaigned a Datsun 240Z in the Sports Car Club of America C-Production class. They progressed from driver's schools to the highly competitive Northeast Division National Championship Series. In 1976, KRYDERACING became a distributor for Simpson Safety Equipment. It was to be the start of the retail sales division of the company. It was during these years that we also became incorporated.

1979 - 1981: Following the sale of the 240Z a wide variety of classes and vehicles were evaluated for future racing. Finally, an agreement with the Datsun Competition Department resulted in the construction of a new Datsun 280ZX. The team returned to competition mid-season in 1981. Despite the late start, Reed finished second in the Southwest Division point standings and earned an invitation to the Champion Spark Plug Road Racing Classic at Road Atlanta.

1982 - 1986: KRYDERACING moved up to the professional ranks and competed in the IMSA GTU Series. Consistent improvements in professionalism and team efforts were evident on and off the track. In 1986 the team entered a record 12 professional events, including first time appearances at the 24 Hours of Daytona and the 12 Hours of Sebring. In 1982 KRYDERACING opened its store at Nelson Ledges Road Course. In 1983 we initiated and ran the first Kryderacing Regional Championship Series at Nelson. The series would honor successful Regional level racers with a banquet and year-end awards. This series continues today.

1987 - 1989: KRYDERACING designed and built its first complete tube-frame car. The 1987 IMSA GTU class Nissan 300ZX was an immediate success and a consistent top-ten performer. KRYDERACING added a Showroom Stock GT Nissan 300ZX Turbo to its stable and recorded several top three finishes over a four year span of National and Regional races.

1990: A roller-coaster of a year. Late race incidents at the 24 Hours of Daytona and the 12 Hours of Sebring not only cost KRYDERACING what looked like definite podium finishes, but left the team without a car following the Sebring accident. A new GTU tube-frame car was constructed in the KRYDERACING shop in three months. The Nissan 240SX made its debut at Mosport. Four additional events were run in 1990 with three top-ten finishes for the new car.

1991: A year of many firsts for KRYDERACING. We competed in 12 of the 15 IMSA GTU events in the Exxon Supreme Series. All the finishes were ninth or better, we acquired the most points and most prize money won to date, and had our first top-ten season finish. That Fifth Place GTU season finish was also the highest finish by a non-factory team in 1991. With regards to factory efforts, all the Nissan factory cars dropped out of the Mosport race, but our third place finish in that race secured the deciding points to give Nissan the 1991 Manufacturers Championship.

1992 -1993: Our GTU Nissan finished both years at the 24 Hours of Daytona. Frenchman Guy Kuster joined Reed for a Third Place finish in the 12 Hours of Sebring in 1993. We also finished in the top-ten in season points in 1993. But KRYDERACING was becoming involved in other activities during this time period which would greatly influence future activities. The flow of clients through the shop was increasing. While many of these new clients originated through our racing activities, an increasing number would learn of us through a newly formed relationship with TrackTime Performance Driving Schools.

1994 - 1996: We continued our finishing record (no DNF's) at the 24 Hours of Daytona. In 1996 we posted another top-five finish at the 12 Hours of Sebring. While Reed had run, and won, many of the 24 hour "Longest Day of Nelson Ledges" races, it was always driving someone else's car. 1995 would see the first entry from KRYDERACING. Our Infiniti Q45 finished second in the Prototype Class. Our rental ride programs, involvement with the TrackTime schools, and maintenance of clients cars were keeping everyone busy. In 1994 Reed joined car owner Russ Wilson driving a KRYDERACING prepped Corvette ZR-1 in what would be the first of four appearances for the duo in the One Lap of America. Their top finish was a Third Place (First Independent) in 1996.

1997: KRYDERACING started out this year with two entries in the 24 Hours of Daytona. Our success and growth of previous years led us to the purchase of one of the Nissan factory 240SX GTU race cars. Unfortunately, both vehicles had problems with their new fuel injection systems and were unable to qualify. If it were not for our other clients and activities, this disaster could have put us out of business. It did force us to put our clients and their vehicles ahead of our own racing objectives. While this was frustrating at the time, it would prove to be beneficial in the years ahead. One special honor that year was being selected to manage the track day activities for the annual Lotus Owners Gathering.

1998: KRYDERACING returned to Daytona with a single entry and renewed their history of completing the 24 hour event. The impact of last year's Daytona disaster was still being felt, but our assistance to other racers was becoming more entrenched.

1999: After a quarter century of racing sports cars, Reed became involved with the a racing school as a stock car instructor.

Our tube-frame Nissan 240SX was run in what would be its last professional events. Reed would surpass 100 Professional starts in an IMSA style GT car. Our assistance to club racers was reaching new levels. One July event at Mid-Ohio saw 7 of our entries post two wins and three seconds. In September, we assisted Dan Minkler in his winning the GT5 National Championship.

2000: For the first time ever, KRYDERACING ran someone else's car and team at Daytona. The Chevy-Kudzu finished the race and many people congratulated the crew for accomplishing the task with a car Kryderacing saw for the first time on the Wednesday proceeding the race. Reed must have been doing okay at the school because he was promoted to head instructor for the stock car area. He also returned to the One Lap of America and posted a Fifth Place in John Bender's KRYDERACING prepped Corvette ZR-1.

2001: KRYDERACING became the official Baer Brake representative to SCCA's American Sedan drivers. The program would grow slowly, but be well received. Numerous individual races and a couple of season Championships were won by drivers in either KRYDERACING rental vehicles or KRYDERACING prepped vehicles. Bill Pintaric qualified and ran in the SCCA Run-Off Championships in his KRYDERACING prepped GT-4 Datsun 510. Reed drove a stock Corvette Z06 to seventh in the One Lap of America. WEHO Day was held for first time at Willow Springs in California.

2002: The Kryderacing Regional Championship Series at Nelson Ledges was run for the twentieth year. During one 38 day period Reed traveled over 20,000 miles, drove 4 different vehicles on 20 different race tracks in 27 separate events, including a pair of week-long competitions.

2003: Amongst the new clients were two who would remain for many years: Mike Olivier and David Pintaric. Reed qualified David's Corvette T-1 class Corvette for the SCCA Run-Offs and had a good chance of finishing on the podium if not for a first lap accident originated by another competitor.

2004-5: Client growth continued. During 2004, the last of three years of a west coast competition ended with Russ Wilson and Reed being on the podium all three years with Russ's ZR-1 Corvette. Reed and John Bender finished second in the One Lap of America, driving one of the first Cadillac CTS-V's to come off the assembly line. Following the 2004 1-Lap, the car was extensively modified with the goal of dominating the competition in 2005. Unfortunately the car was badly damaged in a crash during the winter.

2006: At the end of the year the Kryderacing Newsletter led with the headline: "Most Successful Year in Kryderacing History". Our clients achieved more than 25 victories and several championships during the course of the year. At a Nelson Ledges SCCA National they won five events in one day. And while attending the Performance Racing Industry Show in Orlando during the early part of December two things happened on the same day which would greatly change the course of Kryderacing. The first was the end of the stock car instructional duties for Reed. The second was an invitation to return to professional racing.

2007: The season started with Kryderacing supplying trackside services to Phoenix Racing's Grand Am Koni team at Daytona. We serviced two Porsches and a Neon at Daytona and helped at several additional races during the course of 2007 and 2008. Most of our clients returned and they exceeded their previous outstanding efforts by totaling 30 victories. Kryderacing became a dealer for HANS.

Reed returned to endurance racing as one of the drivers in a Mazda MX-5 for the Longest Day 24-Hour race at Nelson Ledges.

2008: The wins kept coming and reached 31 for the year. Included were a NASA National Championship. Clients, past and new, also posted many other podium finishes, highlighted by a second at the SCCA National Run-Offs. At the end of the year the economy started what would be a long downturn. Kryderacing tightened its belt.

2009: Despite the economic downturn virtually all of our clients returned, however most of them reduced their race schedules. They still posted a record 33 wins and many podium finishes. We built a new T-2 class Mustang during the winter months which recorded several victories. Kryderacing started selling and promoting Sunoco racing gas and Carbotech Brake Pads. And at the end of the year we bought the shop facility we had been renting for many years. Reed also became the Chief Instructor for Nelson Ledges Road Course and became active with teaching beginners during Fundays.

2010: "WEHO Day" reached its 10<sup>th</sup> anniversary. In 2001 Kryderacing and Russ Wilson started a program at Willow Springs in California which allowed many of Russ's friends to experience the fun of driving on a race track. WEHO had become a big success. Client victories during the racing season were finally impacted by the down-turned economy. Fewer entered races resulted in fewer wins, only 26. But some of the wins were very significant. David Pintaric won the STO class at SCCA National Championships in a Dodge Viper built entirely in the Kryderacing shops during the previous winter.

2011: Who knows what will be written in this space next year. Only one thing is close to a sure bet. This incredible journey will have continued. "Thank you" to all our friends who have been a part of the journey to date.

#### UPCOMING SCHEDULE

May 6: FUNDAY at Nelson Ledges and testing of Bill Pintaric's GT-2 and GT-L cars.

May 6-8: Double SCCA Driver's School at Nelson Ledges. Kryderacing associations include drivers in David Pintaric's and Dan Harding's Spec Miatas as well as a probable renter for the Kryderacing Nissan 240SX.

May 13: Funday at Nelson Ledges

May 20-22: Reed handling beginner instructional duties at three consecutive Nelson Ledges events. Included is the "Spring Zing" on Friday, a full day Nelson Ledges University beginner program on Saturday, and a regular FUNDAY on Sunday.

May 20-22: David Pintaric will be competing in the SCCA National races at Summit Point. Matt Miller and Jerry Palmer are scheduled to provide Kryderacing trackside service.

- May 20-22: Mike Olivier/Honda Civic and Bill Schauer/Nissan 240SX will be racing at the SCCA Double Regional at Mid-Ohio. Sandi Kryder, Lee Fleck, and Chris Bell will be making sure all runs smoothly.
- May 27-30: Bill Pintaric/Nissan GT-L and John Buttermore/Corvette T-1 will be in Michigan for the Grattan SCCA Double National. Matt Miller and Matt Carson will provide trackside support.
- May 27-29: Reed and Sandi will be at the Nelson Ledges Double Regional. Currently they don't have any vehicles to take care of but there are other duties. Sandi is Race Chairman. Reed is Chief Instructor for the PDX. The event is the first for the 2011 Kryderacing Regional Championship Series. And there is always Sunoco racing gas which needs pumping.
- June: Things get busy.

#### CLOSING COMMENT

Yesterday I heard a Cleveland TV station weatherman announce a new "all-time" rainfall record for the month of April. I believe him based on personal observations of my surrounding neighborhoods. Maybe it's time to investigate swamp buggy racing.

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