

# KRYDERACING NEWSLETTER

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## “HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

We started this newsletter back in early May and intended to mail it before the Summer arrived. Now its Fall. What happened? Racing Season is what happened and despite our best intentions we never got around to finishing the newsletter. What follows, in no particular order, is a brief summary of the what has been happening around Kryderacing during the past several months.

### **DAVID PINTARIC WINS NASA CHAMPIONSHIP**

On the 10<sup>th</sup> of September David Pintaric accomplished one of his 2011 racing goals. He won the ST1 Class NASA Championship race at Mid-Ohio Road Course. This is his second NASA Championship, having clinched the ST2 title in 2008. David and his Kryderacing-built and maintained Dodge Viper were the dominant pair. Earlier in the year David had led qualifying sessions at Mid-Ohio NASA events but race victories had proved elusive. Shop boss Matt Miller, along with Jerry Palmer and Rob Piekarczyk provided trackside assistance.

### **AND ALMOST WINS SCCA NATIONAL CHAMPIONSHIP**

Two weeks after the NASA victory we were at Road America for the SCCA National Championships. Last year, David won the race in the Kryderacing-built Viper. This year the competition was tougher. During the week the team performed two engine changes. At the start of the Friday morning race it looked like it was going to be a four car battle. Two of them never finished the first lap. Outside pole-sitter David and the pole sitter then staged what was one of the closest battles of the weekend. They were frequently side-by-side on both straight-aways and in the turns. David never lead, but if he could have gotten by he might have pulled away. Driver and crew had mixed feelings at the finish. A victory would have been great, but David's driving skill combined with what we all felt was the best Viper race car ever built made us very proud. David also raced in the Spec Miata race. The finish wasn't a podium, but then how many people do you know who can spin at the "kink", have the resulting contact with the cement wall point them in the correct direction, and continue with hardly any loss of time?

### **BUTTERMORE WINS T-1 SCCA NATIONAL CHAMPIONSHIP**

Several years ago Kryderacing started working with John Buttermore. There have been many victories along the way but repeated attempts to win the National Championship have resulted in podiums but no victory. This year John and his C6 Corvette dominated from the first lap of practice to the checkered flag. Kryderacing-supplied crew person Matt Carson helped John all week. They were joined a couple of days before the race by John's father, who flew in from China.

### **ANOTHER RUN-OFFS ACCOMPLISHMENT**

Reed and Sandi towed Gary Martz's trailer to the event. Gary does virtually all his own work on the E-Production Mazda RX-7, but he is a very good friend and Kryderacing is always close-by to lend a hand. Gary qualified better than his previous attempts at Elkhart Lake's Road America road course and he was optimistic. But race day was very wet. The rainy weather presented electrical problems with the car and several times it almost stopped running. Gary managed to finish tenth and we thought he might be disappointed. Instead, he was overjoyed the car never totally stopped running, and tenth was his highest finish at a Road America Run-Offs event. A real sense of accomplishment doesn't always come with a trophy.

## **GOODBYE TO A DEAR FRIEND**

Like many beautiful women, she lied about her age. Everyone recognized her as a 1995, but the door plate said she was born in September of 1993. In May of 1996 she ran her first race dressed as a Showroom Stock B Class car. Over the years she won many races in SSB, Improved Touring S, and finally in E-Production trim. Altogether there are 117 entries in her diary (logbooks). She also made numerous appearances in other types of motorsports activities. And her external beauty placed her on display at several auto shows.

But there was more to her than the external beauty. Many drivers enjoyed the speed with which she could circulate a race track and the excellent manners she displayed doing it. Even when pushed beyond normal limits she remained predictable and never disappointed the person in the driver's seat, or the crew who maintained her. For a race car, she led a long and glorious life. Many of us find it hard to accept it is over.

On the afternoon of Sunday, August 21, 2011 the Kryderacing Nissan 240SX ran her last race. Bill Schauer, who had more miles caressing her controls than anyone else, had put her on the overall pole earlier in the day. The pair slipped to second overall but still won their class in the first contest. Early in the second event another car lost control and went off the pavement. It reentered the track directly in front of Bill. The initial impact sent Bill and his ride immediately into the tire wall and up into the air. When everything settled, the Nissan lay twisted and broken on the track. The damage could never be repaired. Her life was over. But she performed her duties to the end. All of her safety systems worked with the perfection her other components had previously displayed. Bill walked away with only a few small bruises.

She will be greatly missed by all her friends. We have yet to decide whether to obtain another shell and try to recreate something from her parts. Some of her special parts appear to be undamaged and could be transplanted to someone else who could make use of them. But sometimes it is best to move on while keeping all those wonderful memories of the great times from the past.

## **AND ONE WHO LEFT WITH A NEW OWNER**

It seems as if we had been trying to sell our 2001 Dodge Diesel Dually for years. The poor economy didn't help and this type of vehicle has a limited pool of potential buyers. But earlier this year the truck left with its new owner and now lives in Wisconsin. The new owner looked long and hard at the trucks condition and asked many questions. It was obvious he was very familiar with these types of trucks. One frequent question was: "Why are you asking so little?" Both the seller and the buyer were satisfied with the deal. We talked with him recently and he says the truck makes a great tow vehicle for his race cars.

An interesting sidelight: several weeks before the sale someone tried to steal the truck. There was a couple of thousand dollars worth of damage in the failed attempt. We were only out the \$500 deductible. If the thief had succeeded we would have gotten more money from the theft than the sale. The next time they will probably try to steal a vehicle we urgently need, and succeed.

## **CORVETTE WORLD TRIBUTE**

A unique event took place on August 21 at Road America. Chevrolet was celebrating their 100<sup>th</sup> Anniversary with a Corvette bridge dedication at the track's Turn Six. Someone thought it would be a good idea to turn it into a big celebration of Corvettes and their racing heritage. Hundreds of Corvettes turned out for the affair. Russ Wilson's Corvette ZR-1 has been a mainstay in the Kryderacing stables for 20 years. Reed and Sandi transported the ZR-1 and met Russ at the track. Everywhere you looked there were Corvettes. Many were historic race cars. And many more were street cars being driven by their owners at high speeds on the 4-mile road course. Russ and Reed got some laps in and the ZR-1 did us proud with its performance.

## **RACE REPORTS**

Where do we start? It has been a long and busy racing season. Below are some of the highlights from various clients.

Mike Olivier has had his ITA Honda Civic at a couple of Mid-Ohio Twi-Night test sessions and recorded back-to-back Third Place finishes at the May 21-22 Mid-Ohio Double Regional. In June he recorded a 2<sup>nd</sup> on Saturday and his first ITA victory on Sunday while racing at Mid-Ohio. During the summer he reached the age of 50 and many of his racing friends were part of the big surprise party. In August he announced he was done racing for the year due to lifelong plans of moving to California occupying much of his time. But early in October he flew back to run another Mid-Ohio event. The reason was to solidify his Third Place standings in the Great Lakes Division Championship. He was successful and probably enjoyed some Champagne on his flight back to California. His plans are to continue racing but he would like to sell the current Honda Civic and buy something different for the West Coast. It is a great car and the price is very reasonable.

David Pintaric had an interesting weekend at the May 20-22 Summit Point National event. He parked his Viper after experiencing engine problems during Friday testing. The Spec Miata was running alright so he approached the event organizers with a request to run it in STO (the Viper's class) as well as Spec Miata. While severely underpowered compared to normal STO class cars, the Miata had reliability and finished third in the race. Against its peers in SM it also fared well. SM is always a large class and David came from 14<sup>th</sup> on the grid to finish 6<sup>th</sup>. At one point during the race he was directly behind the eventual winner. Matt Carson and Jerry Palmer provided trackside services during the weekend. The event was a bit of homecoming for Jerry since he used to spectate at the track before moving to Ohio. Earlier in the month David's Miata had put in extra service with a new driver going to the May 7-8 Nelson Ledges Double Driver's School.

In June David took a couple of National wins at Mid-Ohio and also established a new track record in the STO class. He followed that with a win and another new lap record at the Nelson Ledges National. Next up was a NASA event at Mid-Ohio where a brief off-course relegated him to a second place finish (he had won one of these races in April). But he bounced back with back-to-back wins at the BeaveRun National races. The wins all came in the STO class Viper, but he has also been posting good finishes in the highly subscribed and competitive Spec Miata class.

John Buttermore, with Matt Carson providing trackside assistance, has been busy with his T-1 Corvette. An April 23 test session at Gingerman was followed by a pair of First Place finishes at the Blackhawk Double National on May 14-15, another National win at Grattan on May 29, two wins (and a lap record) at the Mid-Ohio Double National, and finished off with a win at the June Sprints. The Run-Offs report is above.

Bill Pintaric was leading the GTL class at the May 29 Grattan Double National when he had an engine problem. The problem was fixed and he proceeded to win the race on the following day. The Nissan was significantly faster than previous appearances at the track. Bill added a couple of National wins at Nelson Ledges events and a second at BeaveRun. This earned him the NEDIV GTL Championship. Bill also debuted his GT2 class Nissan 350Z during the July Nelson Ledges National event. He finished a respectable second. He also recorded two additional seconds and a fourth in other National competitions. He is getting faster each time on track and is now starting to ask for changes in order to feel more comfortable with the new car. Next year should be interesting. Although qualified in both cars, Bill could not attend the Run-Offs.

Chris Dercole has been running his Regional prepped ITR Class Mustang as a STU car in Nationals. Earlier in the year he recorded three Regional wins to go along with his Second Place finish in his first National. He later raced in two separate classes at the September Double Regional at Watkins Glen, scoring one victory and three runner-up finishes against some large fields.

Gary Martz started the year with a pair of seconds at the Grattan Double National. Problems limited him to a couple of sixths at the Mid-Ohio Double National. A fourth at the Nelson Ledges National was later followed by a win at the BeaveRun National. His Run-Offs report is above.

We could report further on the racing exploits of Brett Mars, Matt Miller, Bill Schauer, Bob & Rob Piekarczyk, and Reed Kryder. They have all had their share of wins and podiums this year. This lack of reporting on race results is what happens when we let the newsletter go unpublished for a lengthy period of time. We apologize to all.

#### **2011 KRYDERACING PODIUMS**

SCCA	25 Wins	16 Seconds	4 Thirds	1 National Championship, 1 Runner-up
NASA	3 Wins	1 Second		1 National Championship

We have missed several results during the year, but the above are all recorded in our files. And there is still another race or two to attend.

#### **2011 KRYDERACING REGIONAL CHAMPIONSHIP SERIES**

The Series is scheduled to conclude October 29-30 with a Quad Regional conducted by the NEOHIO Region. This should be a great event and will probably revive some of the Halloween festivities which became famous during the years the Western New York Region conducted their Great Pumpkin Affair.

## **2011 AND 2012 SCHEDULES**

October 21-23, 2011: David Pintaric plans on racing his Viper at Daytona in the NARRA event.  
October 22, 28: FUNDAYS at Nelson Ledges Road Course  
October 29-30: SCCA Quad Regional at Nelson Ledges Road Course (last event in Kryderacing Series)  
November 4: 11<sup>th</sup> Annual WeHo Day at Willow Springs Road Course  
November 19: Kryderacing Regional Championship Series Banquet  
December 1-3: Performance Racing Industry Show (Orlando)  
December 8-10: International Motorsports Industry Show (Indianapolis)  
January 6-8, 2012: Sebring Double National  
January 13-15: Homestead Double National

## **QUOTES TO LIVE BY**

"Remember the three R's: Respect for Self, Respect for others, and Responsibility for all your actions."

"Do your homework at home - most races are won before you get there."

## **ONE MORE QUOTE**

During Reed's classroom sessions with beginners he ends the session by talking about "Focus and Feel". He tries to make the point that while beginners need to focus on a seemingly overwhelming amount of details while driving, they also need to start feeling what the tires are doing. The quicker they can develop this "feel", the sooner some items will become second nature and not require on-going "focus". The conscious mind can then "focus" on changing conditions (traffic, etc) and the sub-conscious will handle "feel" and alert the driver the instance something seems different from what is expected. This obviously takes practice and time, but the payoff is worth it. Recently Reed read a quote which also makes the same point. Keep in mind, the driver quoted is very experienced.

"Driving a race car is like playing a piano. It has to flow out of you. You can't think about it. If you played the piano and had to think about which key to push down and whether it was black or white, you probably wouldn't be able to get 'Chopsticks' out."

## **SHOP STATUS**

Sometimes we need some part time help at the shop. Much of the work at the shop is handled by Reed and Sandi Kryder, Matt Miller, and Matt Carson. Jerry Palmer often helps during an evening when time is running short prior to a race. A couple of part-timers have flowed through the doors over the years. Recently they have been trade school graduates who have gone on to full-time employment elsewhere. We are always on the lookout for someone to work part-time during weekdays. The work may not be required every day and there may be some weeks help is not required at all. But, if you know someone who might be interested, please have them contact us.

## **FOR SALE**

While the 2001 Dodge Dually has found a new home our 44-foot gooseneck trailer is still looking. Mike Olivier's ITA Honda would be a terrific buy for someone looking for a good Regional type race car.

## **PRODUCTS AND SERVICES**

The Winter months will be here soon and shop activity will probably slow to a crawl. During the past couple of seasons we have kept ourselves busy building a complete race car each year. So far we don't have any "ground up" projects but there are a few major upgrades planned on cars belonging to current clients. Call us if you have any needs.

Anyone with an older HANS Device can get it recertified. We will be sending down a batch of them for recertification yet this year.

## **CLOSING COMMENT**

We apologize for the delay in getting this newsletter to press. If you are ever curious as to what is happening please go to our website. It is updated on a regular basis.

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