

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

RACE REPORT #1

On Sunday, May 6 David Pintaric started last in his SCCA National group at the Summit Point National. He was relegated to that position because he missed Saturday's qualifying session due to a planned session at VIR with another vehicle. He and crewman Matt Carson had arrived at Summit Point sometime during the night. David took over the class lead as well as overall lead around the midpoint of the race and went on to the win. He set a lap record along the way.

But why were they at Virginia International Raceway the day before? David had never been on the VIR track and there is a Viper Cup race scheduled later in the year. There were no prior races for him to learn the circuit so he found a scheduled track-day, borrowed his old Spec Miata from new owner Rob Piekarczyk, and spent May 5th learning VIR. Matt Carson spent most of the weekend driving the rig. From the shop to VIR on Friday, VIR to Summit Point on Saturday, and home on Sunday evening. But the trip was worth it.

“THERE BE GOOD DAYS AND SOME NOT SO GOOD”

One week after traveling to VIR to study the circuit David traveled to Elkhart Lake's Road America for the third and fourth races in the Viper Cup Series. David was leading the championship after the first two races and Road America was a circuit he knew well. Matt Miller and Jerry Palmer were providing Kryderacing trackside support. A second place qualifying effort made for a good start to the weekend. But partway around the four-mile course on the first lap it all went wrong. The resulting damage was sufficient to declare the car a “write-off”. Fortunately David was unharmed.

REPLACEMENT?

The unexpected loss of a racecar is never pleasant. Years ago Kryderacing went to an IMSA Sebring 12-Hour event with one good GTU racecar and prepared to take possession of a second, providing it was still available. Unfortunately the second car was sold before we arrived and our car was totaled late in the race. With the assistance of many people we designed, built, and started testing a replacement in slightly over ten weeks. Last year another car was destroyed in an event after many years and miles of racing. After reviewing many alternatives we decided not to replace it and concentrate on rebuilding a vintage GTU car.

Nobody at Kryderacing knew exactly how David would react to the loss of his Viper ACRX. It was obvious during the week after the accident that he was looking at options and anxious to make a decision. While at the Viper Club function (see article below) a week after the accident, David discussed his thoughts with virtually everyone who had been associated with the Viper Cup Series effort. It became obvious he had done some serious research and thinking during the week. But he had not made a final decision. After the weekend he made that decision. The replacement Viper ACRX arrived at the Kryderacing shop late in the day on May 21, ten days after the accident. Regaining the points lead may be unattainable, but finishing second in the season long points battle would go a long way in defining the character of the effort.

10 PODIUMS IN ONE WEEKEND

Five Kryderacing drivers scored ten podiums during the Memorial Day weekend Double National at Nelson Ledges Road Course. Some were easy and some followed tough battles. David Pintaric demonstrated no lasting ill effects following his Road America accident as he cruised to two STO class wins in his Kryderacing-built Viper. Bill Pintaric started last on Saturday in a tough GTL field but came away with the win. He had an easier time winning after starting on the pole for Sunday's race. In the GT2 class Bill came up third both days after race-long battles for second. He is much more comfortable in the car this year and his lap times have shown great improvement. Gary Martz won E-Production on Saturday but could only manage a second on Sunday after starting at the back of the grid. Chris Dercole drove his STU Mustang to second place finishes both days. The trackside crew consisted of Matt Miller, Jerry Palmer, Chris Dercole, and newcomer Colton Kaisk. Sandi was Race Chairman and Chief Registrar for the event. Reed found himself pumping

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gas for most of the weekend.

ANOTHER BUSY WEEKEND – ONE WEEK LATER

One week later found the Kryderacing crew spread out. Matt Carson was in Detroit working with a World Challenge team. Reed was at Nelson Ledges Road Course Friday through Sunday conducting his “Intro to Performance Driving” course. And there were six cars running at the Mid-Ohio Double National using Kryderacing trackside services. We need to thank everyone who helped at Mid-Ohio. Matt Miller and Sandi were directing the efforts of Jerry Palmer, Rob Piekarczyk, Chris Bell, Colton Kask, and Greg Alley. We also were assisted by Ohio Technical College students Adam Torres and Justin Keifer.

The Mid-Ohio results were a mixed bag. Last year’s T-1 National Champion, John M. Buttermore, won both Saturday and Sunday races. His dad, John R. Buttermore, was renting a Spec Miata in order to keep his SCCA license (a daunting task when you live in China and spend the bulk of your time traveling, especially when he wants to reserve the T-1 Corvette for his son). He was credited with a finish in both races. Mission accomplished. Gary Martz started the weekend with a third in his E-Production Mazda RX-7. But Sunday did not go well and he left the track with a damaged race car and a rejected protest against the person who caused the accident. Gary is not one to protest and he felt very strongly about the cause of the accident.

The Pintaric brothers were busy with victories and problems. David thought he had a broken engine on Saturday but it turned out to be an electrical problem. He came back to win on Sunday and set a lap record along the way. Bill went the other direction with his Nissan GTL. He won on Saturday and broke the engine (dropped a valve) on Sunday. Bill is still learning with the Nissan GT2 and finished the weekend with a fourth and a fifth against some of the stiffest GT2 competition in the country.

FINALLY, A WEEKEND TO RELAX

For five straight weekends the Kryderacing crew has been at racetracks helping our clients. The second weekend in June was the first “off” weekend for the guys to relax at home. So what do most of them do? They went to Mid-Ohio to race their own vehicles. It was a Grand Am (and others) professional race weekend but with a single race added for SCCA Club Racers competing in the Improved Touring and Spec Miata classes. The entry was maxed out at 65 cars. There was even a waiting list. Matt Miller, Rob Piekarczyk, Bob Piekarczyk, Greg Alley, and Dan Harding were just a few of our employees and friends competing. Kryderacing Regional Championship stickers displayed on numerous competitors. Even Reed and Sandi couldn’t stay away and came down on Saturday to visit and watch.

GETTING BACK ON THE HORSE

Five weeks after the destruction of his Viper ACRX, David Pintaric returned to the site of the accident. No one, especially David, was sure how he would feel the next time he drove into Road America’s carousel. The event was the June Sprints and a wet, slippery track kept most competitors, including David, in the paddock for the first session. Matt Miller was providing Kryderacing’s trackside support for David and Matt said he could tell David was very aware of what had transpired the last time he was on the circuit. But once the second session was underway David was focused on the job. He won the pole and later the race.

We had determined an answer for anyone who asked about our ability to rebuild a totaled race car so fast. “Kryderacing is simply that good at what we do.” They didn’t need to know there were actually two cars. The STO class car looked exactly like the Viper Cup vehicle.

While Miller was busy with David, Matt Carson was chasing electrical gremlins with John Buttermore’s T-1 class Corvette. John is the defending National Champion but was having one of those weekends where an electrical problem would appear and then disappear. He did run faster than last year and won his class, but it was never a sure thing until the race was over.

2012 KRYDERACING PODIUMS

14 Wins, 3 Seconds, 6 Thirds

2012 KRYDERACING REGIONAL CHAMPIONSHIP SERIES

Schedules seem to shift from year to year. A couple of years ago the Kryderacing Regional Championship Series was halfway through its season by the end of June. This year the first event on the calendar is June 23-24 at Nelson Ledges Road Course. The end of July finds the series at Pitt Race, then back to Nelson Ledges the first weekend in August. In September the series brackets the SCCA Run-Offs with events at Watkins Glen on September 15-16 and the finale at Nelson Ledges on September 29-30. More information can be found in the next newsletter.

QUOTES TO LIVE BY

"There are countless ways to die. The worst is to fade away without purpose."

"Try not to become a person of success, but rather a person of value."

"Don't judge people by their relatives." (we are not thinking of anyone in particular)

NELSON LEDGES UNIVERSITY

Fundays have started at Nelson Ledges Road Course for the 2012 season. The opening day was very cold and damp. But around twenty participants showed up. Cancellation of a motorcycle event scheduled two days later (due to lousy weather forecasted) led to a last minute addition of another Funday. The last minute announcement and a bull's-eye in weather predicting lead to a very poor turnout. But a week later the weather was beautiful and around forty cars registered.

The Funday programs have been growing each year. A couple of years ago twenty cars would have been big. Last year there were only a couple events with less than twenty cars, bad weather generally the cause. There were a couple of 2011 Fundays with thirty to forty cars. And one had over sixty. Reed continues his program of instructing beginners at these events and the classes held so far this year have been twice the average size of the past.

In 2011 a spinoff of the Funday schools was initiated with the start of Nelson Ledges University. The idea was to have a full-day beginners program with added instruction both in the classroom and with in-car instructors. Two of these events were held last year. The turnouts were slightly less than desired but the enthusiasm by the participants lead them to attend future Fundays and invite their friends. As a result, two more dates were set aside in 2012 to repeat the program. On May 5th nine students and six instructors had a great time. This program is an excellent opportunity for anyone interested in learning performance driving on a road course. The instruction is extensive and fun. Well, maybe Reed bores them a little during classroom, but the in-car instructors make up for it. There is another NLU event scheduled for September 15. Contact reedkryder@aol.com with any inquiries.

VIPER CLUB AT BACKSTREET PERFORMANCE

Kryderacing is no different from most other businesses. Not only is our success dependent on customers and clients, but also relationships and partnerships with other businesses. On May 19 the Viper Club attended a program originated by David Pintaric and conducted at Backstreet Performance in Medina, Ohio. A healthy turnout of Viper owners with their "snakes" (and a few other interesting cars) were treated to David discussing his racing career while displaying his Kryderacing-built STO Viper and his tow rig, Mike Puskar from CarboTech Brakes offering a lot of advice regarding brakes, Reed talking about driving and vehicle prep for track day type programs, and Matt Miller answering various technical questions related to race car preparation. Sandi kept busy visiting and talking with participants regarding her contributions over the many years she has been involved with racing. Backstreet used their chassis dyno to help several people determine just how much horsepower their cars were producing. The last car on the dyno was David's STO Viper. It was a relaxing afternoon and everyone had a good time. There is already a movement underway to stage a repeat in 2013.

CLOSING COMMENT

Somehow the rebuild of the old IMSA GTU Nissan is progressing, but to be honest it is going slow. Where does the time go?

Check www.kryderacing.com for weekly updates.