

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

RACE REPORT #1

None of our regular clients were racing during the Labor Day weekend, so Matt Miller loaded up his ITS class Mazda RX7 and headed for the SCCA Double Regional at Mid-Ohio. He finished fourth in Saturday's race after running a strong third. Seems a slower car he was lapping wasn't using his mirrors and Matt "left" the pavement to avoid him. He missed a second chance at the position when the third place finisher asked him if he had any ballast. Seems he was underweight (a lot) and wanted to make sure he was okay for Sunday's race. He also felt his third place would be forfeited. It wasn't and Matt finished fourth. Sunday saw Matt make a strong run to finish second.

NASA CHAMPIONSHIPS

The 2012 NASA Championships were held at Mid-Ohio on September 6-9. David Pintaric has a couple of titles from previous years and 2012 would see him continue his success. This year he had entered his Kryderacing-built Viper in the STR-1 class. Previously he had run in the ST-1 class. STR-1 has fewer restrictions and attracts a wider variety of competition. He started out by winning his qualifying race on Thursday. Crewman Matt Miller and David decided to skip Friday's qualifier due to a major storm blanketing the area. They had nothing to do on Saturday before returning on Sunday to move through the competition and take the crown. Congratulations, David.

LEGENDARY MARQUES AT THE LEDGES

If only the forecast had been better. All year long Jonathan Goldston has been preparing the inaugural event. The idea was to bring various car clubs together for a track-day and social outing. Ferrari, Corvette, Mustang, Lotus, Jaguar, Viper, Porsche, BMW, and other clubs made initial commitments. Reed and Sandi Kryder added their experience at running these types of events. During the half-year leading up to September 8 there were several meetings and it looked as if we would have a big turn-out.

People started looking at the long range forecast as the month of September neared and it did not look good. The cooler weather wasn't a problem, but rain was forecast and the closer we got to September 8th the higher the percentage chance of rain. On the Thursday before the event the forecast was not only 90% rain but nasty rain storms. At that point in time the entry level was about half what had been hoped for and the big fear was people opting out at the last minute.

Saturday dawned "wet". One forecast called for rain all day, but another said it would stop by noon. Guess which one we preferred? Some people did stay home, but most were at the track along with a few last-minute entries. The rain did stop and the sun was out early in the afternoon. What started out as a miserable weather day became a perfect weather day.

The event itself was a giant success for those who took a chance on the weather. There were five run groups covering everything from very experienced to novice to "parade lap only" (mainly for convertibles). There was a great group of experienced instructors and a very skilled tech crew. Dave and Toni supplied a fantastic lunch and additional food later to go with the wine tasting festivities. Following the track activities there was an additional function at a local winery. There were several other activities during the day. The target of blending a track AND social event was definitely met.

Everyone at the event had a great time and are looking forward to next year. All we need is a better arrangement between Jonathan and the weather forecasters.

NELSON LEDGES UNIVERSITY

The second NLU program of the 2012 calendar year was held September 15. Once again everyone had a great time. This was the fourth of these beginner programs and they have all been a fantastic success except for one thing. We generally have 10-15 participants and the budget targets 20-25. For 2013 we will probably add an intermediate level

class to the day. We would alternate between beginner and intermediate level classes and on-track sessions. We have been asked to organize this type of program in the past and maybe it's time is due. What would be taught in the intermediate program? One area would be to teach how to safely make changes in what you are doing in order to determine what may, or may not, work better. Testing procedures would be another good area for discussion.

2012 RUNOFFS – THE WEEK BEFORE - AND THE TRIP HOME

Saturday, September 8: All is in place. Kryderacing will be providing support to David and Bill Pintaric, Gary Martz, and John Buttermore. Travel, transportation, and lodging are all arranged. Sandi, Matt, Matt, and Jerry will arrive at the track on Sunday afternoon. Reed will arrive late that evening. Everyone but Gary is scheduled to test on Monday. Last race for the group is Saturday, the 22nd, around lunchtime.

Monday, September 10: Late in the evening Bill Pintaric informs us he will not be able to attend. This was due to personal reasons and was a major turn-around from conversations held with him on the 8th. Sandi and Reed will now be traveling together in their car, both arriving late Sunday night.

Tuesday, September 11: Gary Martz learns we are not taking our big trailer to the Run-Offs and asks if we can tow his trailer. We have done this in the past and arrangements are quickly agreed upon. Sandi and Reed will now be driving a different vehicle, but still arriving late Sunday night.

Wednesday, September 12: Gary Martz experiences mechanical difficulties with his Mazda RX-7 while testing and becomes unsure of making the Run-Offs.

Friday, September 14: Gary withdraws from the event due to problems with his car. His wife is very happy he will be home for their 40th wedding anniversary on the 15th. Reed and Sandi are back to driving their personal car, still arriving late Sunday. But with Bill and Gary's withdrawals the last race for the team will be Thursday morning. Depending on how the races go, people will be returning home Thursday or Friday.

Sunday, September 16: While the Matt's and Jerry travel to Wisconsin, Reed has obligations to work the Funday program at Nelson Ledges. Sandi is unhappy about having to sit in the car all day at Nelson while Reed is working, but it will shave off some travel time by allowing them to travel directly to Wisconsin, probably arriving mid-evening. A normal turnout for a Funday keeps Reed occupied until lunchtime. Bigger turnouts can keep him there until the 4 PM quitting time. This particular day had a huge turnout and quitting time was extended to 5 PM. Sandi read more of her book than planned. Arrival time in Sheboygan, Wisconsin now estimated to be shortly before mid-night.

Sunday, September 16 - 3:00 PM: Sandi receives a call/request for us to pick up an engine and bring it to Road America. This will require us to travel home to switch vehicles (car to truck), reverse directions to pick up the engine, and obviously arrive much later than originally planned. We cancelled our room for the evening, arrived at the track around 3:30 AM, slept in the truck outside registration, and registered when they opened at 6:30. Sandi immediately texted the engine owner "we're here, where are you?".

Monday, September 17: Went to bed early.

Thursday, September 20: Checked out of the hotel in the morning. If all went well we would party in the evening and find somewhere local to check in at the end of the day. If not, we might start home early. As you can read elsewhere, the day had mixed results with a win and a DNF. When Matt decided to load David's broken Viper and leave we decided to follow suit. We stayed for several hours to make sure there were no problems in post race inspection for John Buttermore's winning Corvette and started home. In hindsight, perhaps we should have stayed longer and checked into a hotel. Arriving in Chicago for rush-hour traffic is no fun. We arrived home around 2 AM.

Friday, September 21: Slept in late.

2012 RUN-OFFS – THE EVENT ITSELF

Having only two cars to handle made some things easier. Having them located so far apart in the paddock presented a few problems. Actually, if Bill and Gary had been there the separations would have been worse. For those of you familiar with Road America; David was paddock'd outside of Turn 3, John was in the upper paved paddock, Bill would have been near the lower paddock concession stand, and Gary would have been near the location of the old Billy Mitchell Bridge.

From Gary to David was close to a mile of winding paddock roads. Add to this various meetings in other locations and it seemed as if we spent a lot of time driving around inside the facility.

“Home base” was near David’s toter since there was sufficient room to park our truck. We made sure to stop by John and Matt Carson several times a day to see how things were going. Other than locating a replacement trailer tire for them, we contributed little. Matt Carson performed virtually all of the labor on the Corvette. They did have a major project underway Tuesday evening to replace a worn clutch (throw-out bearing?) and we thought maybe the rest of the Kryderacing team could help. But David decided to change the Viper’s differential and that meant Matt Miller and Jerry Palmer would be busy.

Then another problem reared its head when it became known one of the STO class competitors had broken and gone home without ever being on the track during an official session. Why would that be important? Because, in order to be recognized as an official National Champion in your class, a minimum of ten cars must be on track at sometime during the event. STO, David’s class, was down to nine. A tenth qualified driver and a tenth car needed to be found. For a while, we thought we might be traveling home to acquire David’s second Viper. But there were other vehicle options available at the track. After a couple of hours and numerous phone calls a driver was found that could get to the track before the race on Thursday morning. Next up was getting approval from the Chief Steward. While Miller and Palmer went back to changing a Viper dif and Carson continued his working on the Corvette, Reed and Sandi headed to the Welcoming Party. Earlier in the evening we had given up thoughts of going to the party due to all the work needed on the two cars. But now, instead of partying, our mission was to find the Chief Steward and clear any potential hurdles to the substitute driver plan. It took a while (it was a big party), but we located him, he agreed with the plan, and gave us a specific list of things we needed to do in the morning.

Other than the Tuesday evening load of problems, most of the rest of the pre-race activities flowed smoothly. John was never seriously threatened for the pole position and continued dominance all the way to taking his second consecutive National Championship in the Touring 1 class. He was accused of jumping the start by the runner-up, but it seems as if this style of start has become commonplace. John has personally experienced having it happen to him when he was not the pole-sitter. The “team-mate” of the “accuser” duplicated John’s start in a later race. Years ago the understanding was the front row of the grid could not pass the pace car, even when the pace car was on pit lane, until the green flag waved. Nowadays, as soon as the pace car turns into the pits, the engine revs of the race cars start to go up, and quickly. But the bottom line is another well-deserved victory for John Buttermore. Good job, Matt Carson.

David was once again the only viable competition for Scott Tucker and it looked as if 2012 would be a repeat of 2011 with David finishing second to Scott in the STO class. Last year the difference in the two cars was such they were rarely separated by more than a car length for the entire race. This year there would be no close racing. After receiving several restrictions to its potential speed following last year’s race, David’s Kryderacing prepped Viper managed to improve its lap times slightly, but only after long hours of work fine tuning the car and David’s honing his driving skills. Both the car and David’s driving have little room left for improvement other than minor refinements. But Scott’s Porsche was treated differently. During the race the trap speed for David showed a very impressive 158 miles per hour. Scott recorded 180 miles per hour! Since the 2011 race Tucker’s Porsche was allowed additional freedoms. Why would the SCCA rules allow the 2011 winner to be faster while restricting the 2011 runner-up? It seems like there was never any intention of balancing the performance of these two cars. Maybe, after the close race in 2011, someone wanted to insure Scott’s win in 2012. Reed: “I normally don’t get too upset by stuff like this, but when the difference in top speed is 22 MPH, whoever wrote these vehicle specifications really f**ked up. Excuse my language.” David’s plan for the race was to run a conservative pace and hope something happened to Tucker’s car. Instead, while leading third place by a comfortable margin, a rocker arm broke on David’s engine. After leading the STO field home in 2010, and finishing a very close second last year, this was not the way everyone expected 2012 to end.

UPCOMING KRYDERACING ACTIVITIES:

September 28	Funday at Nelson Ledges Road Course (Bring your street car and have some fun)
September 29-30	Double Regional at Nelson Ledges Road Course (final 2012 Kryderacing Series events)
October 6-7	Chumpcar race at Nelson Ledges (25 hours, 25 minutes, 25 seconds long)
October 12	Funday at Nelson Ledges Road Course

October 13	“Street Survival” event for teenagers held in the Youngstown area (skills are taught which can save lives)
October 19	Funday at Nelson Ledges Road Course
October 19-21	Final Viper Cup event of the year (this could be David’s last race in his Viper)
October 28	Funday at Nelson Ledges Road Course (the turnout will be huge if the weather is nice)
Oct. 30-Nov. 2	SEMA Show in Las Vegas (tentative on Reed and Sandi’s schedule)
November 9	WeHo at Willow Springs (Big Track)
November 17	Kryderacing Regional Championship Series Banquet
Nov. 29-Dec. 1	Performance Racing Industry Show in Orlando (we have an extra room available)
December 6-8	International Motorsports Show in Indianapolis

Please contact us at kryderacin@aol.com or call 330-854-4889 with any inquiries on the above.

QUOTES TO LIVE BY

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

“A wise man will change his mind. A fool never will.”

“Good judgment comes from experience, and a lot of that comes from bad judgment.”

“Every plan has its own monkey wrench.”

CLIENT UPDATES

David Pintaric is selling both of his racing Vipers. One is the Kryderacing-built STO class car and the other is a factory-built Viper Cup spec car. Contact us for info.

David is investigating new avenues for his racing endeavors. On the short list is Trans Am and the Continental Series.

Bill Pintaric is thinking about selling his GT-Lite Nissan and concentrating on the GT-2 Nissan. The GTL car is a past champion and still a frontrunner.

We have heard Mike Olivier has been running his ITA Honda Civic at a couple of tracks in California. But we don’t know any results. Contact us, Mike. Mike moved to California last year and took his Kryderacing maintained racecar with him.

PRODUCTS AND SERVICES

Kryderacing previously announced our return to the rental car business. We have a couple of options to choose from.

HANS devices make a great Christmas gift.

CLOSING COMMENT

Kryderacing is very happy with the recent announcement of the merging of Grand Am and the American LeMans Series. It should go a long way towards elevating professional sports car racing in the United States. Our only concern is the same one which led to the split many years ago. Back about the time we were drawing down our professional efforts two groups of people started butting heads regarding the future of sports car racing. These two groups eventually became G/A and ALMS. The ideologies of these two groups were very different. These differences still exist. When the 2014 rules package is announced for the combined series it is our hope someone doesn’t get mad and start their own series. That is what happened back in the nineties.

Check www.kryderacing.com for weekly updates.