

# KRYDERACING NEWSLETTER

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## “HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

We hope everyone had a great holiday season. With the shop closed for several days we found some time to catch up on some books which have been lying around. Reed has been reading Bill Simpson's latest book and two of the chapters got him thinking about some of our own personal and Kryderacing history.

### DID YOU EVER WONDER IF YOU HAD MADE A WRONG TURN?

In his book Bill Simpson spends two chapters comparing drivers of the past with drivers of today. He doesn't necessarily say which drivers were better, but instead points out the difference in the eras they raced. Along the way he gives a couple of examples of how luck, good and bad, impacted whether a driver ended up just a star or became a super-star. It got me to thinking about some of the decisions I have made in the past. Below are some examples of early decisions where if I had gone down the other lane when I came to the fork in the road, my life (and Sandi's) would probably have ended up very different. Before you continue, trust me when I say I have no regrets about decisions made, just curiosity about what might have happened if the other path had been chosen.

First there would be my decision to ask Sandi to marry me. Actually that is not a good example because the decision was simple and the only one worth considering. We are working on our 42<sup>nd</sup> year of marriage. As a bonus, she likes racing.

Then there was the difficulty in deciding whether to leave my job as a Goodyear Tire Development Engineer to continue my pursuit of racing. This wasn't an easy decision since I was the Section Head of High Performance Street Tires, which at the time was probably the most important section within tire development. If I had stayed, I (hopefully) would have moved up another rung or two on the corporate ladder and definitely had a lot more financial security in my and Sandi's life. I liked my job, but the idea of racing presented challenges I wanted to undertake. There are no regrets.

The summer after leaving Goodyear I faced the idea of not being able to afford to drive the race car anymore. Money was being spent faster than it was coming in. It was decided the 1989 Mid-Ohio IMSA GTU race would be my last as a driver. All future races would be rental rides to other drivers. But while at Mid-Ohio, Alistair Oag approached me wanting to co-drive at Mosport. The agreed upon financial arrangements meant I would get to drive one more time. Alistair and I finished well enough for me to continue driving for a couple more events (with and without co-drivers) and at the end of the year we put together a program with Henry Camferdam for 1990. I was within a day or two of retiring as a driver in June of 1989. Today, I'm still driving. But who knows what might have happened if Alistair had not walked up to me with his proposal. I probably would have become a team owner and never driven again. What would that path have been like?

After successfully competing with Russ Wilson in his Corvette ZR-1 in the One Lap of America during the 1990's I was offered a seat in another car. I knew it would be a very competitive car, but Russ had gone from being a good Kryderacing client to a great friend. We were already making plans to run the next edition of the event in his ZR-1. I turned down the other offer. The person who finally ended up driving that vehicle went on to win the next two One Lap of America events for that team. Sometimes you have to make a choice between old friends and new opportunities. It is never easy. In this case the value of the choice I made increases with each year. Russ Wilson continues to be a steady client and remains one of our best friends. And we would never have had twelve years of fantastic WeHo events at Willow Springs.

Then there was the decision to enter two cars at the 24 Hours of Daytona. We have told this story many times. It was one of a growing team investing (heavily) in a second car. As a company, Kryderacing had never put that level of investment into any undertaking. It was a scary choice to make. However, there were plenty of paying co-drivers and every time I crunched the money numbers we came up with a “break even” result as the worst case scenario.

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Unfortunately there are things worse than a worst case scenario. 1997 started with great optimism as our successful program from the previous year blossomed into a two-car team. It ended with us battling creditors and trying to stay alive for the entire year. Did we make the right decision to try for a two-car team? Maybe not, but when opportunity knocks you sometimes have to take a chance. And in this case the alternative did not involve loyalty to a friend.

There are many more examples of turning points in my life. Most don't seem as big as those above. Maybe if I had made the opposite choices in some of these situations I would have achieved greater success as an engineer, race car driver, or team owner. Or maybe not. All I know is when I sometimes look back on choices made and wonder what "could have been" I end up believing I would make the same choices if offered them again. Reading Bill Simpson's stories about how luck impacted this or that driver, and their ending up where they did, made me realize we simply need to make intelligent decisions which feel right and then pray for the best. We may not reach a "super star" level, but where we end up probably doesn't come with too many regrets. One final comment: Sandi and I have met an incredible number of fantastic people along our chosen pathways and many of them remain good friends to this day. I'd hate to think we would never have met them.

### 2013????

There are no race reports at this time and, other than a lot of preparation work being done in the shop, things are somewhat quiet. Looking ahead, 2013 looks to be a very interesting year. The Kryderacing Regional Championship Series will return. We already have numerous commitments for specific race events and others are being finalized. Reed will continue to be the Chief Instructor at Nelson Ledges for Fundays and other events. Kryderacing will be moving back into professional level racing by maintaining two TransAm cars. A few events you might not find on traditional calendars include:

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|----------------|---|
| Feb. 28-Mar. 2 | Reed and Sandi attend the SCCA National Convention in Las Vegas   |
| Apr. 13        | Safety Training Day at Nelson Ledges Road Course  |
| May 3-May 11   | One Lap of America (surprisingly Reed has the time. He is looking for a ride.)                              |
| Jul. 13        | Chump Car 12-Hour race at Nelson Ledges   |
| Jul. 18-21     | Brian Redman's HAWK at Elkhart Lake (one of the best vintage events in the country celebrates the Corvette) |
| Sep. 7         | Legendary Marques at the Ledges returns for its second year   |
| Oct. 18        | 12 <sup>th</sup> Annual WeHo at "The Streets of Willow"   |
| Nov. 23        | Kryderacing Series Banquet  |
| Dec. 12-14     | Performance Racing Industry Show in Indianapolis  |

### QUOTES TO LIVE BY

"Judge what you leave behind by what you inspire in people."

"The art of life consists of making correct guesses on insufficient information."

"All comprehension is temporary."

"Loose ends have a way of strangling you."

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