

# KRYDERACING NEWSLETTER

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## “HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

It is hard to believe half a year has passed since the last Kryderacing Newsletter. At least twice a month one was started and/or worked on. Usually there was barely time to list topics before work stopped in order to pay attention to something more urgent. What follows is a summary of the second half of 2013.

### TRANS-AM SERIES

There were ten events. David Pintaric participated in all of them except Brainerd. He was always competitive, but several problems kept him from finishing some of the earlier events. He did post a pole position at Watkins Glen with his TA class Corvette. His accomplishments resulted in receiving recognition as the Trans-Am Rookie of the Year. Rob Huffmaster was extremely competitive in the TA-2 class Camaro. He was always in the top three or four positions. He finished second at Mid-Ohio. He led a couple races, including the majority of the Brainerd race before an electrical problem sidelined him. As the season progressed, several additional dnf's, including a major accident at Road America (Rob was okay), removed Rob from contention for the class Championship. This and several other reasons led him to skip the last two events of the year. He would have been the TA2 Rookie of the Year had he run at least one of these events.

The original plan for 2013 was for Kryderacing to provide shop maintenance and transportation of both vehicles. The TA Corvette and TA2 Camaro would live at the Kryderacing shop between events, where they would receive all maintenance. Kryderacing personnel, lead by Matt Miller, would maintain the Corvette trackside while Rob's crew from Michigan would provide trackside assistance for the Camaro he was driving. Very early in the season it became increasingly practical for Rob's people to maintain the car back in Michigan. The car needed to visit Michigan-based Howe racing (who originally constructed the vehicle) on at least one occasion (accident rebuild). On a couple of other occasions it was quicker for Rob's group to obtain and install replacement parts from Howe because of their nearby location. Time restraints between events frequently figured into these decisions.

There were a lot of people connected with the Kryderacing Trans-Am effort. During the year Jerry Palmer was at the track as a highly valued regular. Colton Kaisk, Matt's "Uncle Bill", Matt Carson, and several others also assisted during the season. Sandi coordinated all of the logistics of lodging, fuel orders, tire purchases, and numerous other activities.

Our first season of Trans-Am competition was a learning experience for everyone. The series itself grew a lot during the past season and everyone is optimistic for even greater growth in 2014. We are planning to return in 2014. We realize we will need to not only reduce the number of problems encountered during our rookie season, but increase our competitiveness due to the increased level of competition expected in 2014. Stay tuned.

### REED LEADS MOST LAPS AT MID-OHIO TRANS-AM!

What? Reed never drove a Trans-Am car at any time during the year. How can the above statement be true? It began when the Trans-Am officials discovered they needed a pace car driver at the last minute (cars were already on the grid) for the Mid-Ohio race. They knew Reed was at the track, a call was made to locate him, and he soon found himself behind the wheel of a Mid-Ohio Honda S2000 pace car. There were three separate leaders during the 40-lap race and they led for 11, 13, and 16 laps. Those numbers also include laps when the pace car was actually in front. Excluding the actual pace laps, Reed led the field three separate times during the event and actually led more laps than anyone.

## OTHER RACES DURING THE SECOND HALF OF 2013

Kryderacing was involved in several events other than Trans-Am during the second half of the year. David Pintaric competed in a Mid-Ohio NASA event in late July in order to check out the Corvette for the upcoming Trans-Am race. David also competed at the 50<sup>th</sup> Anniversary of the SCCA Run-Offs held at Elkhart Lake's Road America. He ran his Trans-Am Corvette in the GT-1 class and his Viper in the T-1 class. The story of the week leading up to the races is a long one (things did not go as planned) and makes for some great bench racing. The last chapter relates to trying to qualify BOTH cars on a four-mile track during a single 20 minute session. Neither car had an official qualifying time leading up to this final qualifying opportunity (like I said, the early part of the week was interesting). The last-minute qualifying mission was accomplished with the Corvette placing on the third row of a very competitive GT-1 field and the Viper in third, barely missing second, for the T-1 race. Did I mention the session also included the Viper actually stopping on course before continuing to set its qualifying time? David drove competitively for the majority of both races. But the Viper flywheel eventually exploded and the Corvette differential failed, thus ending a very long week. The rest of the Run-Offs was enjoyable.

Gary Martz had been competing all season long in his EP class Mazda RX-7 and we were all set to transport his equipment to the Run-Offs. Everything was loaded but Gary wasn't feeling well so he decided to see a doctor a couple of days prior to leaving for the event. The need for open heart surgery trumped the Run-Offs. He didn't actually have a heart attack, but it was close to happening. Gary is currently doing very well and looking forward to next season.

Father John Buttermore competed during the July 6-7 Watkins Glen Majors event, registering second and third place finishes. A week later, Son Buttermore drove their T-1 class Corvette to a third (mechanical problem) and a win at Gingerman. This was the last 2013 event for either Father or Son. Both could have attended the September Run-Offs but the arrival of Baby Buttermore kept them close to home. They are working on race schedules for the upcoming season. I wonder, should we keep referring to them as in the past or update it to Grandfather Buttermore, Father Buttermore, and Son Buttermore?

The Kryderacing maintained Spec Miata saw some action late in the season when Doug Weaver journeyed south from his Canadian home to compete at a couple Nelson Ledges events. It looks as if Doug may do a lot of races in the car in 2014. We have a winter "todo" list and the car could be very busy in 2014. Other people have been making additional inquiries. The car owner has offered his personal SM in case we need an additional vehicle.

Reed drove an enduro with Dan Harding, owner of the SM's, at Road Atlanta. They drove Dan's original car. While Reed had driven Road Atlanta's current configuration during one-lap competition, this was the first time he had actually raced on the revised circuit layout leading to the bridge. He prefers the original layout, but admits the new one is safer. It was still a lot of fun, especially with the large number of competitors. Thanks, Dan.

Bill Pintaric, Chris Dercole, Greg Alley, Rob and Bob Piekarczyk were also busy racing at various events during the latter half of the 2013 season. We also heard Mike Olivier has been racing his ITA Honda Civic on the West Coast. The Honda was maintained by Kryderacing for many years prior to Mike's westward relocation.

## KRYDERACING REGIONAL CHAMPIONSHIP SERIES

Champions, Second-Place, and Third-Place finishers were all honored at the annual banquet on November 23<sup>rd</sup>. Snow-covered and icy roads kept several people away, but those who made it enjoyed a great evening with competitors, family, and friends. The 31<sup>st</sup> edition of the Kryderacing Regional Championship Series featured six race weekends at venues from Nelson Ledges to Watkins Glen to Pittsburgh International Race Complex (BeaveRun). SCCA Regions Mahoning Valley, Steel Cities, and Finger Lakes conducted the events. During the next few months we hope to finalize the 32<sup>nd</sup> season. For final 2013 results, go to [www.kryderacing.com](http://www.kryderacing.com).

## TIRE RACK STREET SURVIVAL

While Kryderacing is not involved in this activity, virtually everyone connected with us is. TRSS targets teenagers and hopes to give them some advanced driving skills, primarily by having them learn and experience emergency accident avoidance techniques in controlled, safe environments. A couple of years ago several people had a goal of SCCA Regions Mahoning Valley, Steel Cities, Misery Bay, and Neohio each conducting a TRSS event in their locales but sharing one or two volunteers with each other. That way we could discuss experiences and ways to improve all of our events. Steel Cities almost was the first to attempt an event, but problems arose and it never happened. MVR conducted their first event in 2012. They then had to cancel a program scheduled for early 2013. But it was rescheduled at another location and conducted in the fall. Neohio Region conducted their first TRSS a few weeks later. These events are worthwhile and actually a lot of fun for both participants and instructors. And you would not believe how grateful the participants and their parents are after experiencing what is taught. It really makes you feel good.

## 2013 LEGENDARY MARQUES

The second edition of the Legendary Marques was held early in September at Nelson Ledges Road Course. This was probably one of the most important events held this year at the track. The growth from the first year was enormous. There was increased participation for the on-track activities, a midway was added, the car show was new this year, and a band performed during the party at the end of the day. The turnout by participants and spectators was noticeably larger. The reports received following the event indicate a big desire for this type of event to continue. If you did not attend but are wondering what all the buzz is about, call us. We have several programs left from the 2013 affair and they are very informative. Next year's event will be held on Saturday, August 23. Mark your calendar.

## 2013 WeHo

Another event which has become a tradition on the Kryderacing calendar is the annual get-together at Willow Springs Race Course in California. This year's event was held October 18 on Willow's big track. Russ Wilson, Paul Arevalo, and their friends from the West Hollywood (WeHo) area have made this an annual affair which includes not only on-track activities but social functions on the night before and following the event. While we are not superstitious, we were a little concerned prior to the 2013 program since it was the 13<sup>th</sup> edition of the event and a full moon was visible on the days surrounding it. Added to those concerns was the fact the big track at Willow is about the fastest circuit we know of in the U.S. Fortunately, there were no problems during the event. Everyone had a great time and plans are underway to return on Friday, October 17, 2014. We will be on the slower, but more technical, "Streets" circuit.

## PERFORMANCE RACING INDUSTRY SHOW

After several years of attending the Performance Racing Show in Orlando, Florida and the International Motorsports Industry Show in Indianapolis, Indiana during the following week we made only a single trip this year. That's because the two groups are now owned by the same organization (SEMA) and a single show was held in Indy. We miss Orlando, partly because we spent a few extra days and visited several friends, but we don't miss the extra expenses required to attend both shows.

Combining the two shows made for a much larger event than we have attended in recent years. Reed and Sandi spent two days visiting current companies we do business with, stopping to chat with a long list of old friends(both in company booths and wandering the aisles), and investigating some new, interesting products. Matt Miller, David Pintaric, and Gary Martz joined us in attending the show, but they had their own list of places and people to visit.

We took a different approach to walking the show this year than in the past. Starting with the first show (Sandi has attended all 26 editions of the PRI) we have always walked the aisles in an orderly fashion. We would stop to visit old clients while also looking for new, interesting products. Reed always laid out a plan prior to the event in order to know who is located where. The 2013 pre-show plan started to look overwhelming so he split it into two priorities: "must" and "if possible". We decided to ignore the old aisle-by-aisle approach and zig-zag through the show in order to accomplish all the "must" items. It took most of two days to accomplish the "must" list. Several of the "if possible" were accomplished along the way simply because we happened to be passing them on the way to a "must". We might have to plan a three-day stay in 2014.

## TRANSAM MEETING AT THE PRI

There was a TransAm meeting held Thursday afternoon at the PRI Show. Reed, Sandi, Matt, and David were all in attendance. It was a very full room and everyone was enthusiastic regarding 2014. There was a lot of interest from potential competitors amongst the many current teams filling the seats. The TA class is healthy and slowly growing. The TA2 class became the most popular class during the 2013 season and shows signs of growing at an even faster rate. TA3 is the newcomer and it is showing enough interest from competitors that it will continue. There may be some 2014 races on the shorter tracks which feature split races. We also found out at least two races (Road America and Mid-Ohio) will be televised in 2014. 11 of the 12 race weekends are firm.

## QUOTES TO LIVE BY

"It is possible to know so much about a subject that you become totally ignorant."

"Don't be a carbon copy. Make your own impressions."

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

"A good leader creates leaders, not followers."

Hope everyone had a Merry Christmas and we wish each and every one of you a Happy New Year.

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