

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

NELSON LEDGES ROAD COURSE – Part 2 (starting with July 26-27 Fundays)

(July 26-27 Fundays): There was a “sealer” applied to most of the repaired track surface areas. Its grip was comparable to the rest of the track surface (some felt it was a little better). The only concern was what it might be like when wet. A motorcycle event the following weekend was run in rain at times and the riders experienced no problems.

(August 4): A new website was set up by Brad Morris of the Mahoning Valley Region. Its initial purpose was to inform racers of the progress at the track by posting photos, videos, and comments. Go to www.race-mvr.org. About this time a photo appeared showing a small area around the timing building with new pavement. This came about when a paving company called the track and offered what was left from a project. The pavement was not of race track quality, but an alternate usage was quickly found. The new management has been making a lot of contacts and getting offers of help such as this one.

(August 10 Funday): There was a good crowd for the event and some of the past Funday crowd started to appear. While there are still numerous areas of concern with the pavement, many participants are starting to report the condition of the track surface to be at least as good as last year. The best news is the repairs are continuing. At lunchtime a group marked off a lot of new areas to be addressed in the near future. Most of them were on the long straight.

(August 17): We stopped by the track to discuss the September 27-28 SCCA races. The manager was busy trying to move a big trailer to its new location. It will become the registration building. We were told there are track surface improvements scheduled for about two weeks before the race weekend. We also heard of several plans for the winter months.

(September 6&7): Fundays were held both Saturday and Sunday. Wow? Continuing progress is very evident at the track. Additional repairs to the track surface have been made and the grass continues to be mowed. There was also a food vendor (“Woodies”) at the events and from what we hear they will be at all remaining 2014 events. Initial food quality reports were very positive. Around 20 participants participated in what turned out to be a wet September 6th. Over 50 attended on a beautiful Sunday. Amongst those attending during the weekend were several racers, including a few who attended the June Finger Lakes race weekend and left that event with major concerns regarding the condition of the facility. “Dr. Dan” Koplou drove his Firebird in the last race during the FLR event and pronounced the track undriveable, even for motorcycles. Dan was testing on September 7th and was very pleased with the repairs and improvements. He will be entering the September 27-28 MVR race weekend. One of the Finger Lakes Region members and competitors (Charley Tanck) was also testing and was extremely happy with all the changes made since their June weekend. Favorable comments came from other racers and many Funday participants. Not a single negative comment was heard. A couple of people mentioned areas where they felt additional repairs were needed, but even these individuals were very happy with the direction being taken by management. The common observation of continual progress being observed every time they show up for an event is creating a lot of positive vibe.

Please go to www.race-mvr.org for photos, videos, and comments of the facility. This is a website being run by MVR Brad Morris and not the track. Official track information can be found at www.nelsonledgesracecomplex.com.

RACE RESULTS

August 9-10: The Mid-Ohio Regional races had a large participation from Kryderacing associated drivers. Nine separate drivers competed. They accounted for 29 individual race entries. It could have been more but David Pintaric and his GT-1 Corvette was involved in an accident (not his fault) during qualifying and could not race the rest of the weekend. At the 8930 Indian Hill Cir NW ~ Canal Fulton, OH 44614-8860 ~ 330-854-4889 ~330-854-4672 FAX~ KRYDERACING@aol.com ~www.kryderacing.com

time of David's accident he was on the pole by close to 5 seconds. David's brother Bill upheld the family name with three victories in his GTL Nissan. Doug Weaver was driving the Kryderacing rental Miata in both the Spec Miata and ITA classes. He did a great job with his best finishes being a 4th in ITA (17 competitors) and a 12th in SM (44 competitors). Did I mention this was Doug's first time racing at Mid-Ohio? Matt Miller had a few problems with traffic but managed a 3rd in the final race for his ITS class Mazda RX7. Also racing in Spec Miata was Bob MacDonald, Greg Alley, and Brian Vondran. Brian followed Doug's lead and also ran in the ITA class. Chris Dercole was running in the ITR class with his Mustang and Dan Harding had his Porsche running in the GT2 class. Kryderacing crew members included Matt Miller, Jerry Palmer, Colton Kaisk, Matt Carson, Reed and Sandi Kryder.

August 15-16: The TransAm Series was sharing the Mid-Ohio facility with the NASCAR Nationwide Series. David's Corvette had been repaired from the previous weekend (after many hours in the shop). There were close to 60 cars entered in the various TransAm classes. David had to settle for 8th on the grid. We say "settle" because what was probably a slightly faster lap was negated when another competitor spun and brought out a yellow flag, slowing David. At race time the sun was shining and the temperature was warm, but comfortable. With such a large entry everyone was predicting a caution filled event. But a lot of laps were run under green flag conditions at the start of the race. David was battling for sixth during these laps. The first safety-car period occurred when a blown engine by another competitor resulted in numerous spins and a few minor crashes. Several more caution periods filled the remaining laps. The final caution happened when two cars ended up in gravel traps in totally different areas of the track. Unfortunately, David was one of them. He was part of a very tightly packed group of six fighting for victory at the time. Great race, frustrating finish.

There is a difference between racing in a professional environment such as the TransAm and during an SCCA Regional weekend. A large Kryderacing group participated in the August 30-31 activities at Mid-Ohio. Reed was helping two Alternate Driving School students successfully complete their school requirements. Bill Pintaric enjoyed time away from work by posting three wins in his GTL Nissan. He also came close to besting the GTL lap record (while running on old tires). Matt Miller was running his RX7, Rob Piekarczyk had his first race outing with his Acura, his dad was running his T4 class Honda, and Mike Olivier returned to his old stomping grounds from his current home in California. Mike rented Dan Harding's Spec Miata but ran it as a STL car so he could be in the same race group as Matt, Rob, and Bob. Sandi Kryder, Jerry Palmer, and Colton Kaisk provided crew support. Everyone had a great time racing and socializing, to the extent there were a few late arrivals to the track on Sunday morning. Like I said, club racing is different from pro racing.

UPCOMING EVENTS

September 13-14: Finger Lakes Region will hold their annual The Fun One Regional races at Watkins Glen Road Course. It is the next to last weekend of the Kryderacing Regional Championship Series. Several Kryderacing affiliated teams and drivers will be participating.

September 18-20: David Pintaric and the Kryderacing crew return to action at the Lime Rock TransAm.

September 26-28: The TransAm activities continue at Virginia International Raceway.

September 26: A Funday is scheduled at Nelson Ledges.

September 27-28: Reed and Sandi will be at the Mahoning Valley Region SCCA Regional weekend at Nelson Ledges Road Course. Competing will be Bill Pintaric, Doug Weaver, and a few other Kryderacing clients. Various additional activities are planned for the weekend. This event will mark the completion of the 2014 Kryderacing Regional Championship Series.

October 5: The fourth Tire Rack Street Survival conducted by the Mahoning Valley Region of the SCCA will be held at Boardman Park. If you know a teenager who might benefit from some accident avoidance training please go to www.street-mvr.org for information on this event..

October 11-12: Several Kryderacing associated drivers are planning on participating in the Mid-Ohio Regional races during this weekend.

October 17: Annual WeHo activities will take place on the "Streets of Willow" at the Willow Springs International Raceway. Let us know if you are interested in joining the party. Sandi is reserving rooms and Reed has started contacting instructors who have participated in the past.

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November 13-15: TransAm finale at Daytona.

QUOTES:

“You don’t get harmony when everyone sings the same note.”

“Don’t just say it, do it.”

“Envy is a waste of time.”

COMMENTARY (Reed)

Early in the month of August there was a tragic accident on an upstate New York dirt track which resulted in the death of Kevin Ward Jr. It made national headlines because the person driving the car doing the striking was nationally recognized Tony Stewart. Being a racer, I have read most of the articles and listened to many reports. One of the best reports was one which did not try to place blame. Instead, the August 21 “Speedsport” telecast focused on many aspects of sprint car racing by having several experienced drivers discuss their occupation. Safety for drivers, workers, and spectators was discussed from the standpoint of rules, vehicles, procedures, lighting, and several other areas. There was an educational portion regarding what a driver can see (most areas restricting vision exist for driver safety – helmet visor opening for example). They also discussed how drivers react to routine and non-routine circumstances. It was a very informative half-hour.

The author of one article I read felt Tony’s actions fell into one of three categories. Either he never saw Kevin until it was too late (there could be many reasons for this), he hit him intentionally (I find this impossible to believe), or he intentionally came close to him in order to scare him. I don’t believe this last possibility either, but it does bring up a related possibility. Most of you who follow racing have heard the phrase “hit your marks”. It refers to a driver positioning their car as close as possible to something (usually something small but visible to the driver) in order to create a path which results in the fastest lap time. As a race gets into its later laps and the possibility of a driver tiring increases you will often hear a crew chief remind his driver to continue to “hit his marks”. There are other times a driver will try to “hit their marks”. But in this case they could be considered temporary marks. For example, suppose an object (bodywork, tire tread, etc) is unexpectedly sitting in the desired pathway. If the object is not moving, the driver will quickly determine a new “mark” which minimizes the change in their desired path while trying to keep the car under total control. Keep in mind, drivers are balancing on the edge of control at high speeds, so any deviation needs to be as small as possible. As a result, their altered path usually comes very close to hitting the object. The goal is to miss the object while minimizing the possibility of losing control. (Even in street driving a driver will minimize the change in their path as they avoid potholes or trash on the road.) A key part in making these decisions is the object being motionless. If the object moves, there may not be time to make additional adjustments. Anyone believing Tony was trying to scare Kevin may have been making a totally incorrect judgment. Perhaps his goal was to miss Kevin while attempting to minimize potential loss of control of his own car. From a driver’s viewpoint I would be trying to accomplish both objectives. But then, I wasn’t in the car. Only Tony knows for sure.

One observation by just about everyone who was commented on the accident is Kevin should never have gotten out of his car. I remember something we always stressed when I was teaching stock car driving at the Marlboro School. One steadfast rule was that if something happened the driver should stay inside the car until help arrived. They were much safer sitting in a caged structure than wandering around and being “obstacles” to other traffic, regardless of whether those were slowing race cars or safety vehicles responding to the incident. The only exception was if a danger, such as fire, existed within the car.

I don’t know what my reaction would be if something like this happened to me. I hope I never need to find out. Kryderacing’s prayers are with everyone impacted by this tragedy.