

# Kryderacing Newsletter

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

## Nelson Ledges Road Course Status – Updates

Please go to [www.mvrscga.org](http://www.mvrscga.org) for Reed's latest updates.

## Instructing?

As most of you know Reed has been a race driving instructor for many years. Shortly after becoming a race driver in the 1970's he started volunteering to instruct at SCCA schools and later served as the Chief Instructor a couple of times. There were numerous years spent with TrackTime Performance Schools traveling to tracks across the country. From 1999 through 2006 he was the lead instructor for the stock car portion of the Marlboro Racing Schools, another coast-to-coast program. Early in this century he became heavily involved with Nelson Ledges Road Course as their Chief Instructor, helping hundreds of beginners at Fundays and overseeing corporate events. Along the way he wrote and distributed a well received pamphlet titled "How to learn a track". And there has been a steady stream of racers who have earned their SCCA licenses through the Alternate Driver's School pathway with Reed's guidance.

These activities have been extremely fulfilling. The recent changes at Nelson Ledges are a big disappointment. While a lot of his instructing programs will continue, the time spent working at the track was considerable and its absence will be felt. But there is a saying about "when one door closes, another soon opens". The glass is still "half full".

## Vintage?

One of our goals for many years has been to rebuild the GTU Nissan 240SX we raced for many years in IMSA. The car is still coming along, but slowly. But Reed has applied for and been granted a SVRA Super License. Maybe he will find a ride as a co-driver while work on the Nissan continues. Several TransAm races are being held with SVRA.

## 2015 Kryderacing Regional Championship Series

Unfortunately the 33rd annual edition of the Kryderacing Regional Championship Series will not be held in 2015. There are no SCCA Regional race weekends at Nelson Ledges and the Fun One at Watkins Glen has been cancelled for track repaving. There was the potential for two weekends of racing at Pittsburgh International Race Complex, but the early event has been cancelled for track construction. That left only the late September PIRC event as a possibility. Having a "Series" which consists of a single weekend of racing did not make sense. Hopefully the program can return in the future.

## Sebring TransAm

The initial 2015 Sebring TransAm event was held March 1<sup>st</sup>. It was quite an adventure for David Pintaric and the Kryderacing crew. David had ordered a new tube-frame with a Corvette C7 body from Tony Ave. Originally everyone planned on testing a week or two prior to the race, but things don't always go as scheduled. There are always last minute problems with back-ordered parts and small details which seem to fall between the cracks. And the weather surrounding Carolina Motorsports Park was not conducive to testing if the other deadlines had been made. As a result the car was picked up by Matt Miller and the crew on their way to the Sebring race. Several small details needed to be attended to and the crew went to work as soon as it was unloaded. It did look beautiful in its new "stars & stripes" livery.

There were four test sessions scheduled for Thursday and we made two of them. The biggest problem was a malfunctioning power steering pump (it was new) which made predictable steering impossible. Steering problems again  
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became an issue during the Friday practice session when it was discovered the steering rack construction had not been properly finished. This led to the front toe-in being inconsistent from turn to turn, and even during the course of a single turn. But that might have turned out to be a blessing because we ran only two laps and avoided problems experienced by virtually every other competitor. The track operators had "sealed" the cracks all around the circuit on Thursday evening. The cool and wet weather kept the tar-like sealer from properly setting up and as soon as the TransAm cars hit the track they started throwing pieces of sealer everywhere. It clogged radiators and alternators. It stuck to anything it hit. One competitor reported their car gained 22 pounds. It was everywhere and removing it is not easy. There was talk of cancelling the event, but fortunately the worst was over.

The scheduled Friday afternoon qualifying session was switched to practice because of a light rain. With very few laps on the new car David managed to qualify 12<sup>th</sup> on Saturday morning. The rest of the day was spent prepping for the race. Sunday morning would bring new surprises and problems to solve.

During the short warm-up on Sunday morning David reported smoke and pitted. A welded seam in the muffler had separated and the resulting fire damage was extensive. The red, white, and blue on the passenger door had become an ugly shade of brown. Both front and rear glass had areas of bubbled plastic. The rear brake pad material got so hot it attached itself to the rotor. With the race only a couple of hours away the team had very little time to make repairs. Welding, fabrication, and replacement of numerous parts had to be completed along with routine race prep items. We were very fortunate to have the right people. The Kryderacing crew of Matt Miller, Colton Kaisk, Ben Wepler and Brent Walton were honored following the race with the Pit Box Crew of the Race Award for the work they did. We also owe thanks to many other teams for supplying needed parts.

Sixty-nine cars started the race. Following an early full-course caution period, David established himself as one of the frontrunners. He had moved to fifth by the mid-point and had the leaders in sight. Unfortunately he was hit by another competitor, resulting in problems leading to his withdrawing after a few additional laps. The "silver lining" was the body damage was all in the "brown" areas of the passenger door. We believe David turned the third quickest lap in the race. The next race is Homestead on April 12. We know we have a good car and driver.

### **Client Plans**

With the exception of a few items, most of our clients have finalized their schedules for the upcoming season. Below is a summary as we currently know it. Please let us know if you wish details on any of these people, their cars, or events they plan on attending.

### **David Pintaric**

As reported above, David is already off and running with his 2015 TransAm program. The growth of the TransAm has been rapid during the last couple of years and that trend accelerates in 2015. Over seventy cars entered Sebring and we have heard entries for all of the 2015 races already exceed sixty per event. The May 9<sup>th</sup> Road Atlanta has over eighty cars already entered. Television coverage has expanded from two events in 2014 to at least six this year. And quality drivers and cars are also increasing the status of the series. New sponsors have been jumping on the bandwagon.

David also has a Viper ACRX which sat idle all of 2014. He has tried to sell it at a reasonable price, but "used racing Viper" demand was not high in 2014. There has been some renewed interest with Vipers proving to be competitive in the TransAm3 class. But it would be impossible for David to race two cars in the exact same race. At one time he considered using the Viper to qualify for the SCCA Run-Offs to be held later this year in Daytona. But then a schedule change put the Run-Offs and the VIR TransAm on the same weekend. This Viper is a great car and it will probably make it onto a race track sometime in 2015.

### **Bill Pintaric**

Bill is planning on concentrating on his Nissan GTL car and racing it in SCCA Majors. He does not plan on going to Daytona for the Run-Offs but is targeting the 2016 Run-Offs to be held at Mid-Ohio. 2015 will be used as a testing season. The Nissan GT2 may see action. Bill will probably run it and Reed may make an appearance if scheduling allows.

## **Bob MacDonald**

Bob has submitted his schedule for racing his Spec Miata. It is mostly SCCA Majors but does include the possibility of going to the new National Corvette Museum Track in June. We are finishing up with checks and updates for Bob's car as this is being written. Next stop will be dyno runs at Backstreet Performance to set a baseline for the engine and driveline.

## **Russ Wilson**

The 15<sup>th</sup> Annual edition of WeHo is scheduled for October 16 on the big track at Willow Springs. It is difficult to believe Kryderacing has been assisting Russ entertain his friends for that many years at this one day program. It is not too early to let us know if you are planning to attend.

## **Doug Weaver**

Doug has been renting the Dan Harding owned/Kryderacing prepped Spec Miata for the last couple of years, mainly for events at Nelson Ledges and Mid-Ohio. With Nelson no longer hosting SCCA events Doug is looking at a couple of alternative tracks. He is also considering renting Dan's 1999 SM in place of the 1990. Seems the 1999 has been the favored model year by most SM competitors. Dan actually has three Spec Miatas and they are all available for rent through Kryderacing.

## **Chris Dercole**

Chris stopped by the other day to have some new BFG tires mounted for his ITR/STU Mustang. His first planned outing is the April 17-19 VIR Majors. Like several other clients he is targeting Majors this year but does not plan on attending the Run-Offs.

## **Brian Vondran**

When the 2014 season ended Brian's Spec Miata needed some bodywork. Seems he and Doug Weaver had a "coming together" during the final event of the year. Doug's car went to the body-shop first while Brian's headed for winter storage. Brian is contemplating switching to a 1999 model Miata if he can find one in good shape and at the right price. Otherwise the current car will head to the body-shop sometime in April.

## **Upcoming Schedule Items**

The above mentioned clients and several others are all getting excited and hoping the cold weather departs in the near future. People want to test and race.

Nelson Ledges is still open and info can be found on their Facebook page or their forums. While Reed is no longer a regular fixture at the track he probably will make a few visits during the year. There are currently three Alternate Driver School requests which are considering using the track as a site where Reed can observe their driving.

Sandi and Reed will be at Summit Point on the weekend of March 28-29 helping with a SCCA Driver's School. Sandi is the Divisional Administrator for Registration for the Northeast Division and her help is sometimes requested at events. The DC Region has had several recent changes in both personnel and procedures. Reed will find something to do, probably instruct.

Sunday, April 12 will see driver David Pintaric and the Kryderacing crew competing in the Homestead TransAm. It is the second race of the season and everyone is looking forward to it.

Sunday, April 12 is also the date for the annual Safety Training programs. These programs have been an annual tradition and serve as initial and refresher training for corner workers, safety response teams, and other groups responsible for making racing safer. Historically the program was held at Nelson Ledges, but it has been moved to Pittsburgh International Race Complex starting in 2015.

On Saturday, April 25 Mahoning Valley Region of the SCCA will conduct another Tire Rack Street Survival program at Boardman Park (near Youngstown). These teenager targeted programs have been well received for the past several years and this one should be no different. "Well received" might not be the correct phrase to describe participant attitudes in the morning, but by the end of the afternoon they are all excited and happy they participated. Contact us for info if you know of a parent who wants to enroll their teenager.

### **Quotes**

"I can't understand why people are frightened of new ideas. I'm frightened of the old ones."

"It is better to under-promise and over-deliver."

"Knowledge without action is empty."

"Never argue with an idiot. People watching may not be able to tell the difference."

### **Closing Comments**

Sometimes something happens which puts this sport in perspective. We all put a tremendous effort into preparing our vehicles and honing our driving skills. But what keeps us coming back? If you think about it, it is probably the social part. Without the friendship of those we meet we probably would not stick around for any serious length of time. While at the Sebring TransAm Sandi and Reed visited several longtime friends who are now involved with vintage racing activities. Two of these friends were George and Shirley Shafer. George was one of Reed's racing instructors at a Nelson Ledges SCCA Driver's School in 1975. George raced a Datsun 240Z, the same type of vehicle Reed was taking to school. George not only had great driving advice, he also helped with vehicle knowledge. This help would continue and George even sold Reed a race prepped engine to take to the Run-Offs several years later. In the meantime, Craig Shafer, George and Shirley's son, started his own racing career. He was quite successful and raced a Camaro in the TransAm Series before retiring. During all those years the Shafer and Kryder paths frequently crossed. During Craig's TransAm races Reed would sometimes be at the track working as a Goodyear Tire Development Engineer. Shirley always insisted he join them for lunch and their cook-out dinner at the end of the day. In later years Kryderacing started entering the 12-Hours of Sebring. Finding lodging for this event is a challenge and rooms were much more scarce twenty-plus years ago. Shirley and George had a condo just south of the track and we were their guests on several occasions. When there wasn't room in the condo Shirley frequently found alternative locations for the team.

Time goes by and a person tends to slowly forget all the times spent together with friends when those times aren't as frequent. It was enjoyable to stop by and catch up on each other's lives during the Sebring TransAm weekend. But when Shirley died of a heart attack a couple of days later, the full extent of past memories flooded back and it really sunk in just what great friends George and Shirley had been. It is these friendships which we remember more than the race results.

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