

KRYDERACING NEWSLETTER

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“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

HOMESTEAD TRANSAM (April 8-12)

Following all the “teething issues” we had with David Pintaric’s brand new TransAm Corvette during the Sebring weekend the car was returned to its builder for some repairs and finishing work. The Kryderacing crew picked it up while traveling to the second race of the year. There was still some detail work to be attended to when they arrived at Homestead, Florida, but the “to-do” list was much shorter than experienced at Sebring. Crew chief Matt Miller, Colton Kaisk, Brent Walton, and Eric Johnson arrived Wednesday afternoon and started setting up. Reed and Sandi arrived late in the afternoon and David flew in late in the evening. Everyone had planned on going to a great little Mexican place in Key Largo. But plans were changed and we went to a local Italian place we had found some years earlier. It turned out there was a special buffet that evening. Buffets are not normal at this restaurant. This one featured numerous selections and included a chef ready to make whatever type of pasta you desired. Everyone returned for seconds and a few for thirds. And to make things even better, all wines were half off.

Once again the TransAm was sharing the weekend with the SVRA (Sportscar Vintage Racing Association). Reed found a few minutes to say hello to some old friends in the SVRA paddock. He still plans on restoring the old IMSA GTU Nissan. An expected small vintage turnout allowed the TransAm field to be split into two groups. There was a separate race for TA2 cars while TA and TA3 were combined. Approximately 30 cars entered for each 100 mile event.

Thursday was a test day with four sessions. The weather was beautiful with sunny skies and temperatures in the high eighties. Every day was beautiful. All of the TransAm groups were combined for these sessions and getting a clear lap was difficult. David and the team performed well while working on several minor problems and we were hopeful for good results during the rest of the weekend. We were joined at the Mexican restaurant that evening by Allen Milarcik and his TA2 crew.

Friday’s practice session left us hopeful of a top five qualifying spot but things didn’t go as planned and we ended up ninth on the grid. David had been complaining of some minor high speed engine misses and while several fixes were attempted we could not find a definite cause of the problem. The problem was not severe but it was noticeable to the driver and probably lap times suffered by a little bit. By race time on Sunday we felt we had made progress but not cured the problem. This “mystery miss” continued through the race.

The race started and David was dropped to eleventh during the first lap. As the race progressed he stayed close to those in front of him and passed a couple of competitors when the opportunity presented itself. The “miss” kept him from being as aggressive as he wanted to be, but sometimes you simply have to play the hand you are dealt. To the surprise of just about everyone, more than half the race was run without a caution. The speed differences between the TA and TA3 cars on the Homestead banking made for some scary moments. The first caution flew when the leader “blew” a tire in the banking of NASCAR Turn 4. There was great concern in the pits as several people feared others would experience similar fates due to the high speeds and extreme loads while in the banking. From our own conversations with teams during and after the race we believe this blown tire was more likely due to a puncture. No one else had a problem during the entire weekend.

There were two more caution periods. With about eight laps remaining after the final caution David started in fifth place but fell to about ninth or tenth by the time the cars reached Turn 6. Half-a-dozen cars entered turn six as a pack, including three abreast. David was directly behind this fight. Cars were bumping and fighting for position. David saw an opening between two of them and somehow emerged from the turn second in the group. He passed another car on the following straightaway and regained his fifth place position. He would hold it until the checkered flag.

8930 Indian Hill Cir NW ~ Canal Fulton, OH 44614-8860 ~ 330-854-4889 ~330-854-4672 FAX~ KRYDERACING@aol.com ~www.kryderacing.com

Considering the car was not 100%, David drove a fantastic race. Back at the shop we continued to look for the cause of the "miss". Everyone had their own ideas and we are checking out all of them. It will be fixed by the Road Atlanta race scheduled for May 9.

ROD AND MARY WHELAN

Long time followers of our racing efforts will remember Rod and Mary. They were instrumental to our IMSA successes in numerous ways. They traveled coast-to-coast to help crew. Rod co-drove a couple of times. Rod offered business advice while Mary helped feed the crew at many races. They even drove their motor home from Florida and parked outside our shop for a week or two to help us build a new car when we were under severe time constraints. They were a big reason the car went from a pile of tubing to being driven on a racetrack in eleven weeks. But they were more than part of the team to Reed and Sandi. They were family.

Following the Homestead weekend we stopped by their place in Melbourne, Florida for a visit. They have a few of the health issues associated with people of their age (if you know them you know their age), but are doing quite well. We enjoyed lunch, dinner, and some wine. They are experts when it comes to wine and we are always learning from them. We discussed why some wines result in headaches the next morning (even after drinking only a glass or two). Rod says he doesn't get headaches, but sometimes a wine will upset his stomach by morning. We presented them with a couple bottles of Mazza Vineyard's Merlots to sample. Rod doesn't usually like Merlot because most he has tried remind him of rotting vegetables. But he (and Mary) liked Mazza's version. And no one had headaches or upset stomachs the next morning. To be fair to Bob Mazza, Sandi and Reed have always enjoyed his Merlots, but we are not experts. Maybe our wine tasting skills are improving.

On Monday night we had dinner with a Model A Club group. Rod has a Ford Model A pickup which he and Reed took to the Post Office and a gas station early in the day. Mary and Rod had driven it on a 200+ mile tour over the previous weekend. He is also restoring a Model A coupe. We took a photo of them standing next to the pickup shortly before departing on Tuesday morning. It is a great photo. Sandi has it.

CHRIS DERCOLE AT VIR MAJORS (April 17-19)

Chris Dercole took his STU class Mustang to the SCCA Majors event at Virginia International Raceway during the April 17-19 weekend. It was his first experience with this higher level of competition and he came away impressed with the higher degree of competitiveness of both the cars and the drivers. He also came away with a couple of 3rd Place finishes. Good job, Chris. His next outing will probably be the Mid-Ohio Majors scheduled late in May.

BOB MACDONALD AT BLACKHAWK FARMS MAJORS (May 1-3)

Matt Miller crewed for Bob and his Spec Miata at Bob's first outing for the new season. During the winter months several items had been done to the car, including routine checks, new bushings, and the engine making a visit to the engine shop to make sure everything was compliant with the updated engine specifications. The weekend went fairly well except for running low on gas on Saturday. The low gas problem occurred near the end of the race. We'll not rely on the stock gas gauge in the future. This is not the first time we have experienced this type of problem with stock gas gauges. Even when you get to the point of trusting them they can suddenly change due to the rough life experienced on the race track.

TIRE RACK STREET SURVIVAL (April 25)

These events are one of the most satisfying things we do every year. Basically it is a one-day program for teenage drivers where they experience simulated traffic conditions which frequently result in loss of control of the vehicle and crashes, leading to injury and possible death. Skid control (dry and wet pavement), emergency lane change, and ABS braking are just a few of exercises. These things are not taught in normal driving education programs. The idea is to demonstrate to the teens that situations which might normally create a panic can be handled in manners which will reduce the potential of crashing. The teens drive their own vehicles in a safe environment with instructors riding and offering advice throughout the day.

The skidpad exercise features a circle which is dry initially. The real fun starts when the circle is wetted with soapy water. The teens are instructed to try to keep their cars tight to the inner radius of the circle while increasing speed. At some point the speed reaches a point that they will start to lose control. Usually either the front or the rear of the car breaks traction first. It is at that point the instructor starts giving direction on what can be done to regain control. After a few attempts the teens usually are doing a great job. While watching their son during the exercise Reed was asked by one of the parents if the lesson would be retained. Reed told them that even if the exact lessons were forgotten, the memory of being able to do something would be retained. That would reduce the likelihood of driver panic which usually results in nothing being done.

The events we help at are run by SCCA's Mahoning Valley Region. We have been involved in several of these events during the past few years and expect another one to be scheduled sometime in September. Reed serves as the classroom instructor and Sandi handles hospitality. At this particular event Kryderacing Shop Manager Matt Miller was instructing employee Colton Kaisk. They both survived.

ROAD ATLANTA TRANSAM (May 6-9)

The problem with the engine being slightly "off-song" David experienced at Homestead was traced to a faulty ignition coil. Thanks to MSD for examining their products, finding the problem, and making everything right. The Road Atlanta TransAm event was scheduled in conjunction with a drifting competition. Time on track was minimal and made even more so since the TransAm classes were split into two race groups due to the large entry. It didn't help matters when the initial session was cut short due to another competitor's accident and resulting clean-up time.

David improved his previous qualifying effort by three positions and ended up sixth on the grid. The team had a positive attitude and believed a good finish was in the forecast. This feeling was strengthened when David quickly moved up to fifth place in the initial laps. As the race progressed David did a terrific job but no one ahead of him had any problems or made mistakes he could take advantage of. Actually there were no serious incidents which resulted in a full course caution and the entire race was run "caution free" in some hot weather. David was passed on the last lap and dropped to sixth. When he pitted he was so exhausted he partially collapsed. Many of the other drivers had similar exhaustion. We have traced what could be a major contributor to the heat exhaustion to a kinked or collapsed cool-suit hose. All of the other teams we checked with had no ice left in their cool-suit coolers. We did. We are also looking at additional ways to minimize a future repeat of the same problem.

The new team shirts were delivered to the track. They will be worn by team members and are available for sale through the team, in the TransAm vendor area at events or online at www.transam-racing-gear.com

David's race (TA and TA3) is to be televised on CBS Sports at 12 PM on May 23.

QUOTES TO LIVE BY

"Your mind is like a parachute. It only functions while open."

"A code of ethics is never a handicap."

"Asking people about their opinions is a very good way to make friends."

"Defer judgment and think positive."

UPCOMING KRYDERACING SCHEDULE ITEMS:

- May 21: Jerry Palmer's Birthday
- May 21-23: Lime Rock TransAm (David Pintaric – Corvette)
- May 28-31: Mid-Ohio Majors (Bill Pintaric – GTL Nissan, Bob MacDonald – Spec Miata, Matt Miller ??????)
- June 5-7: Mid-Ohio NASA (Doug Weaver – Spec Miata)
- June 11-14: New Jersey Motorsports Park TransAm (David Pintaric – Corvette)
- June 12-14: Road America June Sprints (Bob MacDonald – Spec Miata)
- June 20: Solo event at Salem High School (Colton Kask's first event???)
- June 21: FATHER'S DAY
- June 25-28: SVRA at Mid-Ohio

CLOSING COMMENT

We have received several calls from racer's regarding the lack of SCCA events at Nelson Ledges during 2015. Most of these calls have come from people who had no idea what transpired during 2014. Many believed the reason for the cancellations came from poor facility conditions. While these conditions were a contributing factor they were not the reason behind the cancellations. The #1 factor was a lack of communications from track management/ownership. Anyone wanting more information simply needs to visit either www.mvrscga.org and read several updates issued during the past year.

We also know several SCCA people are trying to establish conversations with track management in order to conduct an event later this year (doubtful) or possibly in 2016. It is felt any event would need to be a joint event by several SCCA Regions in order to minimize risk and go forward with establishing confidence between drivers and facility conditions. Reed has been involved with this effort and will continue to be involved as long as he can contribute.

We have heard there is progress being made at the track. But we have also heard there are still problems, including a continuation of poor communications. Since neither Reed nor Kryderacing is involved with the facility we have only reports from others to pass along. We would appreciate hearing personal observations and updates.

Check www.kryderacing.com for weekly updates.