

# KRYDERACING NEWSLETTER

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## “HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

This newsletter covers the months of August and September. We thought August was busy, but the number of things which happened in September went beyond our wildest imagination. September birthdays, races, and other activities were anticipated. Finishing second (and almost winning) a TransAm race cheered everyone on the team. But there was also sadness with the deaths of three personal friends.

### TRACK FIRST PRESENTATION SCHEDULED FOR OCTOBER 28

Track First has scheduled Reed to do a presentation for those people wishing to go racing. Track First is a retail company located in Hudson, Ohio. It specializes in safety equipment and has developed a healthy following of both track-day participants and racers. A lot of their track-day drivers have a desire to actually race. Reed will use his years of experience to give them a better understanding of how to become involved and what to expect. The exact time and other details will be available on the Track First website.

### MID-OHIO REGIONAL: AUGUST 8-9, 2015

What a party! We had several rentals, additional clients to take care of, and the Kryderacing crew wasn't busy with a TransAm or Majors event. The only person missing was crewperson Colton Kaisk. He had just been released from the hospital due to a bout with double pneumonia. It was best he stayed at home and continued getting his strength back.

There were two distinct paddock areas for the group. Matt Miller finally had a chance to race his own car and he was located high on the grassy hill with several friends. That was also the area of a fantastic dinner party on Saturday evening. The rest of us accounted for six cars and were sharing three garages.

Bob MacDonald's weekend started off poorly when his Spec Miata was hit from behind during the start of Saturday's race. He was turned sideways and crashed into the cement barrier (hard) just before the starter's flag-stand. He managed to limp the car to the pit exit and got it out of the way of race traffic. His weekend was done. The car currently is getting a new front clip and Bob hopes to race it, or at least test it, later this year.

George Slyman was renting one of Dan Harding's Spec Miatas. He was sharing the car with Mike Olivier, a past Kryderacing client who now lives in California and was visiting for the weekend. George ran in the Spec Miata class and Mike competed in ITA. Their respective race groups ran back-to-back and the driver swaps provided for some quick action by everyone.

Doug Weaver was renting another of Dan's Miatas and was running in both SM and ITA. He ran fairly good in the 40+ SM event but was even better in the ITA class. During the three weekend race events he finished 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>. Those finishes gave him the weekend ITA championship.

Dan Soloman rented Dan Harding's ITS class Mazda RX-7. Before you start asking questions; Dan Harding does own all three of the aforementioned rental cars. Kryderacing supplies the services. Anyway, Dan Soloman was a rookie. He had his SCCA Competition License but had never driven in a race other than his racing school. He was new to this type of vehicle and Mid-Ohio. The ITS RX-7 was chosen because the number of competitors was significantly smaller than the other classes and race groups. This would give Dan the opportunity to concentrate on driving and minimize traffic concerns. Dan did a great job. He also ended up with a 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> resulting in the ITS champions for the weekend.

Also in the garages were the Kryderacing logo'd Miatas of Greg Alley (running SM) and Brian Vondran (both SM and ITA). Both improved as the weekend went on. Brian was running in the top three in the competitive ITA field before dropping back.

The socializing made the weekend extra special. Crewing of the rentals was handled by Lanny Ritz and his two sons, Jim and Joe. Jerry Palmer was there to lend a hand if needed. Family members added to the crowd. It is a lot of work for Kryderacing, but it also results in a lot of enjoyment.

### **TRACK NIGHT IN AMERICA – AUGUST 11**

The SCCA has started a new program which gives drivers the opportunity to get their street cars out on a race track. It is occurring on tracks all across the country. On Tuesday, August 11 Reed and Sandi took Russ Wilson's Corvette ZR-1 to Pitt Race to attend one of these events. There were over a hundred entrants. We used the event as a test session in preparation for the annual Willow Springs Raceway event scheduled for October 16<sup>th</sup>. We found a few items which needed some attention, but overall the car performed well.

This was Reed's, and many others, first time on the newly completed longer version of Pitt Race. Overall it is an impressive layout with many turns and elevation changes. It was challenging and a lot of fun to drive. When completely finished it could be one of the premier tracks in the country. Reed's only concern was there seemed to be only a few passing opportunities for larger vehicles. Time will tell.

### **PITTSBURGH INTERNATIONAL RACEWAY COMPLEX MAJORS – AUGUST 14-16**

While the rest of the Kryderacing crew was at the Mid-Ohio TransAm event, Reed and Sandi joined Bill Pintaric at Pitt Race. Working with a single racecar should have been easy after working with a multitude of vehicles the previous weekend. Such was not the case. As soon as Bill started practicing on Friday it became evident we had an overheating problem. The car would run for a few laps and then start hemorrhaging water. We had coolant system testing equipment but everything checked out as being okay. As the weekend went on we replaced the radiator cap, installed a different size restriction in the thermostat housing, partially flushed the system, checked spark plugs, and tried numerous other things. We even replaced a bad coil we found. The engine ran stronger after the coil replacement, but the overheating was still a problem. In the end, we ran out of time and ideas at the track.

Back at the shop we removed the engine head and found it to be slightly warped. It wasn't bad enough to make the pressure tester cause leakage, but the higher compression of the engine apparently was able to force a small amount of air into the cooling jacket with each explosion in the cylinder.

Chris Dercole was also racing his STU Mustang at the event. Chris has gotten faster with each season of racing. The Majors level of competitiveness has helped a lot. He finished fifth in Sunday's feature race.

### **MID-OHIO TRANSAM – AUGUST 13-15**

While Bill Pintaric suffered the trials and tribulations of cooling problems at Pitt Race, his brother had an entirely different flow to his Mid-Ohio weekend. David Pintaric finally had a sequential transmission in his Corvette and used it to place the car in the "Fast Five" for the event. This was David's first entry into this exclusive group at a 2015 race. David and the crew were excited about their chances in the race but it all went wrong with an engine failure at the very start of the race.

As the race progressed there was lots of crashing amongst the leaders and others had mechanical issues. David had out-qualified every top finisher with the exception of the winner. And the winner needed to recover from a spin to claim victory. On one hand it appeared the blown engine could have cost the team a win. On the other hand, the amount of crashing which occurred amongst the front runners may have resulted in significant damage to the car. The finish dropped David a few positions in the title chase. 4<sup>th</sup> through 9<sup>th</sup> spots seem to rearrange themselves after each event. Next up is Road America.

## **ROAD AMERICA TRANSAM – AUGUST 27-29**

The Mid-Ohio DNF followed an incredible string of successes. David and the team were anxious to return to being a contender when we arrived at Elkhart Lake's Road America. Testing and practice went well with David and the fresh engine being consistently amongst the fastest five competitors. Qualifying produced the first hiccup of the weekend. New tires are at their optimum for only a lap or two. David spent the first two laps waiting in the pits for traffic to clear. There should have been plenty of time for him to get a couple of hot laps in before the session ended. Unfortunately the session ended early when another competitor got stuck in a gravel trap. Waiting was the right decision at Mid-Ohio and resulted in a Fast Five qualifying position. Waiting at Road America cost us five or so spots on the grid.

The race started with damp pavement as a morning fog was lifting. David picked up a couple of spots early even though he was taking it easy because of the tricky track conditions. Shortly after the race's midpoint a full course caution came out. It was for either a stranded car Sandi and Reed could see from their viewpoint or for our motionless Corvette. Seems our alternator had stopped working and eventually the battery had insufficient voltage to keep the car running. Matt Miller and the Kryderacing crew swapped batteries after the car was brought to the pits. The car returned to the race shortly after the track returned to green flag conditions.

Within the next minute or two the overall leader blew his engine going through turn six. There were approximately sixty cars behind him as he dropped oil in the turn. Reed and Sandi later described what they saw as something similar to "watching the 'big one' at Talladega" but at a much slower speed. The officials immediately called for a full course caution and quickly followed that with displaying the checkered flag to end the race. This was all happening as David returned to the track.

IF the alternator had not failed and IF David could have avoided the multicar accident in turn six he most assuredly would have ended up on the podium. The race winner was a competitor David battles regularly on the track and usually beats.

A post race inspection of the alternator revealed a broken internal wire. While the team has little control over stuff like this, we have taken measures to deduce the possibility of a repeat and to be better prepared if it does happen again.

## **"YOUR DAY AT MID-OHIO"**

Reed received a request to help instruct at a September 10<sup>th</sup> event at Mid-Ohio. Instructors would be allowed a couple of sessions to drive their own cars on the track. Russ's Corvette needed a shakedown before its annual trip to Willow Springs and the timing was perfect. The ZR-1 required only a minor tweak after its initial test run.

The event itself was unlike anything Reed had been involved with in the past. Usually participants bring their own vehicles and pay to get on the race track. This time car manufacturers and dealers supplied the vehicles (and mechanics). The "guests" were given the opportunity to try them out on the track. The instructors served as in-car guides to keep everything under control and minimize the possibility of vehicles being abused. There were a couple dozen vehicles in the pits. Vehicles included various models of Aston Martin, Jaguar, Lotus, Porsche, BMW, Lotus, and I am probably forgetting a few. It was a well run event. Hopefully a few cars were sold.

## **SEPTEMBER 12 TIRE RACK STREET SURVIVAL**

This was Mahoning Valley Regions first attempt at putting on one of these events at the Salem High School. The facility was ideal but the pre-event promotions had a few problems and the turn-out was not up to desired levels. It was a dreary day with light rain and we know at least one cancellation was due to weather. But those who attended enjoyed the program and hopefully are better prepared to deal with the unexpected while driving.

## **REGIONAL RACING AT PITT RACE – SEPTEMBER 18-20**

Bill Pintaric (GTL Nissan), Brian Vondran and Greg Alley (Miatas), and Reed (GT2 Nissan) all participated during the event. Kryderacing also supplied the beer and Mazza wine for the Saturday evening party. Some things went great while others not so well. Bill Pintaric blew away the competition while Reed struggled with cooling issues. Greg didn't have any problems with his Miata. The same could not be said for Brian. While on track for the last race of the day on Saturday a storm quickly blew in. The race was stopped due to the severity of the rain and wind. Brian returned to his paddock to

find his new canopy destroyed. And to make matters worse, his engine blew on Sunday. As this is being written the engine swap is underway at the Kryderacing shop.

## **VIR TRANSAM**

Following two disappointing TA results the team headed for VIR with hopes of turning things around. Thursday's test sessions were held in dry conditions but the forecast for the rest of the weekend called for rain. And the weatherman proved to be correct. Friday morning found rain falling. Rain and mist continued through to our departure time late Sunday afternoon. Pavement never dried at any time. Unlike normal rain sessions where they represent only a single session during the weekend and everyone concentrates on a dry set-up the Kryderacing team used these back-to-back wet sessions and paddock time to deal with many issues regarding wet weather driving. Fogging windows, handling, and tire pressures were just a few.

Qualifying was cancelled due to the conditions and David was relegated to ninth starting position based on points. He quickly moved into the top six and was making additional progress when the first full course caution period occurred. One of the interesting aspects of this race was the speed differences between the TA and TA2 cars. In dry conditions the TA cars are a couple seconds a lap faster than the TA2. But in wet conditions the lower horsepower TA2 cars handle better and the TA cars lack their horsepower advantage on the straights. Initial race starts usually feature split starts between the classes with separations being a couple hundred yards.

When the race resumed following the full course caution the leading TA2 cars had already started to mix it up and pass the leading TA cars. Before long the top ten overall competitors featured more TA2 than TA, with the top TA's struggling to remain in the top five overall. Meanwhile David continued to move up, both by passing and by other competitors failing to successfully cope with the slick conditions. Following a second full course caution David found himself in second place, but there were several TA2 cars between him and the leading TA competitor. The rain had stopped and track conditions started to improve. While not actually drying, the improving conditions started to swing lap time advantages back to the TA cars. As David and the TA leader passed TA2 cars it became apparent David was closing the gap. As the race approached ten minutes to go David was within a car length of the TA leader and the two of them had regained the top two overall positions in the race. David winning the race looked like a real possibility.

But he and the team finished second. The third full course caution came out due to another crash and race officials decided there would not be enough time to restart the race, so they checkered it early. While the feeling of not winning hurt a little, the exuberance of being competitive for the win combined with our highest finish to date more than pushed it out of our heads. It was a very emotional day for everyone on the team. Race day was also Sandi's birthday and David dedicated the race to her while on the podium.

David's finish moved him to 8<sup>th</sup> in the standings with three events to go. But the points gap between him and the leaders combined with several additional factors has led him to decide to skip the NOLA and CoTA events. Fifth place in the points was possible with podium finishes and some bad luck by others. David also has some business and family obligations requiring personal attention. The Kryderacing team will be working hard to make sure his Corvette is in prime condition for the November 14 Daytona finale.

## **DENNY FREEMAN**

You didn't know Denny unless you were a regular at Nelson Ledges Road Course. He was the person who assembled the safety crew at the track. His team won a national award from SCCA a couple of years ago for their efforts. Reed spent many hours listening to Denny tell his stories and relate his opinions while at Funday events over the past several years. Denny had been in and out of hospitals due to health problems. He finally lost his battles. He was volunteering at Pitt Race doing the work he loved when the grim reaper finally caught up with him. Sandi and Reed attended a service held at Nelson Ledges where many of his friends talked about what a great friend he had been.

## **GARY MARTZ**

On September 19 most of the Kryderacing team and many others attended services for Gary Martz. Gary had been diagnosed with cancer a year ago. At one point he was told he wouldn't last more than a week or two without undergoing chemo treatments. With chemo he was told he might last six months. Gary beat the odds by lasting a year. During that

time we enjoyed sitting with him at the 2014 Kryderacing Series Banquet, roaming the aisles at Indy's Performance Racing Industry Show, visiting friends during the Mid-Ohio Majors weekend this past summer, and simply visiting on several other occasions. He kept his pain from view and everyone prayed he might be doing better. But eventually the cancer won out.

During our many years of friendship Gary's race cars carried the Kryderacing logo on their hoods, he frequently helped crew with the team during our IMSA racing days, and we helped him get his car to race tracks on more than one occasion. Gary and Matt Miller became the best of friends and Matt spent many a night going over to Gary's garage to help with a project. Gary was a special and unique person. He rarely "took" and was always "giving". RIP

### **DONNY HUBERTY**

Donny passed away in late September after many years of battling cancer. Donny was a big part of the Kryderacing IMSA efforts back in the 1990's. Donny was there from Mid-Ohio to Daytona and all tracks in between. He spent many nights helping in our garage and later in our shop facilities. When he was diagnosed with cancer he cut back on many of his outside activities in order to spend time with his kids and grandchildren. Maybe that explains another reason we always liked having him around. While he was a great mechanic, he always kept life's priorities in the right order. We are sure happy and positive memories of Donny will remain with all those who knew him.

### **QUOTES TO LIVE BY**

"Life is full of tests, one after another, and if you don't recognize them, you are certain to fail the most important ones."

"LIVE while you are ALIVE."

"Love people – use things."

### **UPCOMING EVENTS**

- October 9-11: Mid-Ohio Regional Races – Bill Pintaric, Matt Miller, Doug Weaver, George Slyman, and Brian Vondran are all planning on competing.
- October 16: 15<sup>th</sup> Annual WeHo event at Willow Springs. Russ Wilson, Paul Arevalo, and the group continue to get together for a day at the track.
- October 28: Reed's presentation at Track First
- November 11-14: Daytona TransAm. Last race of 2015. This is also the weekend HSR conducts their 24-Hour historic event. The old Kryderacing GTU car is still being rebuilt, but Reed is eager and ready to co-drive if something becomes available.
- November 26: Thanksgiving. Don't eat too much. Forget that, eat all you want and enjoy family and friends.
- December 10-12: Performance Racing Industry Show in Indianapolis. Rooms reserved and passes have been requested.

### **CLOSING COMMENT**

The recent loss of some very good friends has made us realize how fragile relationships can be. We have seen, and experienced, good relationships breaking up because of arguments, people moving away, and other reasons. But those relationships always have the hope of being rejoined at some future date. That hope cannot exist in cases like that of Denny, Gary, and Donny. Maybe another reason to believe in religion is to hang onto the hope of seeing old friends further down the road. Knowing they are gone and what their absence means is also a reason to treasure those friends still alive.

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