

# KRYDERACING NEWSLETTER

VOLUME 28, ISSUE 6

December, 2015

“HELPING PEOPLE ACHIEVE THEIR RACING OBJECTIVES”

## NELSON LEDGES ROAD COURSE UPDATE

Track owner Marv Drucker passed away at the beginning of December. As most of you know, many efforts by people and organizations interested in buying Nelson Ledges Road Course for many years never materialized. Whether this was due to disagreements on the price or other factors was always a matter of speculation. We are sure there will be lots of rumors floating around regarding what the future holds for the track. We plan on taking only two actions at this point in time. First, we will help in any way which could result in the track getting back to being a usable SCCA facility. In addition, both Kryderacing and Reed (personally) would be interested in helping any new owner (assuming that happens) if the current management was replaced. Second, we will not be a source of speculation as to what is happening. Keep your rumors to yourself. We will do our best to publish in these newsletters only known facts from solid sources.

## PERFORMACE RACING INDUSTRY SHOW

On December 10th and 11<sup>th</sup> Reed, Sandi, Matt Miller, and Bill Pintaric attended the annual PRI Show in Indy. Sandi has not missed a single show in the history of the event. That's 28 years for those of you counting. In the earlier years we were always looking for stuff to help our IMSA racing program and items to sell through our stores. Along the way we acquired a few relationships which helped (usually product sponsorship) with our racing program. Both our IMSA and store programs have gone away, but we still look for new things which could benefit our clients. In the past we measured the success of the show in terms of how much we increased income through finding new products to sell and new sponsors. The past two years have found us spending money, mainly on tools and equipment. Nowadays we also visit lots of people we have developed friendships with over the years.

We spend a lot of time researching products and looking for solutions. Bill spent time with Matt looking at stuff to improve his GTL Nissan. Bill later joined Sandi for a visit to Racing Radios to discuss some radio issues while Matt went off to research stuff for clients David Pintaric, Chris Dercole, and others. Reed and Matt attended the TransAm meeting. Bill was also helpful in determining which new trailer Kryderacing should purchase.

Amongst many new items there was one which we suggest our racing clients take a few minutes to investigate. Go to [www.MedicalQR.com](http://www.MedicalQR.com) and check it out. Seems like a great safety idea.

## TRANSAM FINALE – NOVEMBER 14 at DAYTONA

Overall it has been a good year. In the first half of the season David Pintaric put together an impressive string of finishes and just missed the podium on several occasions. Then the team suffered a couple of mechanical problems which dropped us out of contention for a top five finish in the year-long points chase. Following these hiccups we came back to record a Second Place finish at VIR, then skipped the NOLA and COTA events in order to prep the car for Daytona.

The Florida weather was beautiful and the car ran okay but there seemed to be a minor problem with the clutch. Everything worked but a 'whirring' sound made us think the throw-out bearing was nearing the end of its life. Based on past experience and some (expert) outside advice we felt the problem could be addressed after the weekend. The time and effort required to disassemble the transmission from the engine would be extensive. But after Saturday's practice session the crew felt they had time to perform the maintenance. It's great having a bunch of guys who don't expect the minimum.

Turns out the problem was not the throw-out bearing, but the pilot-bearing. And that would have been a serious problem if left unattended. The repair work took a lot longer than the throw-out bearing would have required. The crew was even forced to leave the track when the garage area closed late in the evening. Work was finished the next morning and David was ready to race.

He started ninth but quickly moved up a couple of spots. On about the third lap he flat-spotted a front tire entering the first turn. He could feel the problem and became concerned about a possible tire failure. However he was holding position on the track and even gaining a little on those in front of him. He stayed on track for several laps. Then a full-course caution led to a decision to pit and change tires. The crew was quick and David rejoined the field without going down a lap. He was in last place at the restart.

There were two more full-course cautions before the race was over. David was driving a great race and making up positions. As the laps were running down David was up to sixth and rapidly closing on two cars battling for fourth place. With a couple of laps to go he passed for fifth going down the back straight and was right behind fourth as they approached the "bus-stop". In an attempt to get an advantage exiting the "bus-stop" he perhaps got on the throttle a little too soon (or he hit a patch of oil) and spun the car. He recovered to finish sixth. Not bad for a race where any pit stop usually takes you totally out of contention for a good finishing position.

In several ways it was not a perfect weekend. But impressive performances were put forth by both driver and team. Work has already started back at the shop for the 2016 season.

## **TRANSAM FINALE – RUMAN**

The title of this section could have been Amy Ruman, but her TransAm Championship was a family effort. Sure, Amy's driving was impressive all season, but the program and crew put together by her Mom and Dad also had a lot to do with it.

Bob and Barb Ruman first crossed paths with Reed and Sandi Kryder when they were autocrossing in the early 1970's. Yes, our relationship goes back that far. The Kryder's had their Datsun 240Z and Ruman's brought a Corvette to the tracks. Both cars were prepared well beyond street levels and both frequently competed for the fastest times of all competitors during an event. This was all occurring before Amy came into the world. Reed and Sandi went racing in 1975 and the Ruman's followed several years later. The Kryders eventually ended up racing professionally in the IMSA circuit while Bob became a regular in the TransAm series. Eventually Bob gave up his car to Amy and over the years she improved her performances with the 2015 season showing total dominance resulting in the TransAm Championship Title.

But there is a story from the past regarding Amy which shows her competitiveness in earlier years. When she first started racing her dad put her and her sister in Spec Racers. The competitiveness between the two was fierce. Other drivers quickly learned not to get in the middle of their on-track battles. Niki eventually moved on to a more normal life with a family, but she still races occasionally and is still competitive.

Amy continued racing a Spec Racer and in 1999 put in a performance unlike any other seen in the 30+ years of the Kryderacing Championship Racing Series. She had a perfect season, claiming the Spec Racer Championship by winning six times in six races. Other drivers had gone undefeated in their classes, but nobody else ever did it in a class as competitive as Spec Racer. She won these races against equally prepped cars through driving skill and determination. Second place was frequently only a car length or two behind. The attributes that led her to the 2015 TransAm Championship were there for anyone to see in 1999. Congratulations to Amy, Bob, and Barb Ruman as well as their crew (many of whom have also been friends since the 1970's).

## **2015 WILLOW SPRINGS**

For the 15<sup>th</sup> consecutive year Kryderacing helped Russ Wilson and friends with their "day away from the office" program at Willow Springs International Raceway. Once again it was an extremely successful and enjoyable program. The only issue was a wheel bearing problem with Russ's 1991 ZR-1 Corvette. His car is scheduled for a very thorough going over during the coming winter.

There were a few changes from the past with the “night before arrival party” moving to a new location. This was brought about because several participants wanted to go to a sports bar in order to watch both the baseball playoffs (Angels) and college football (USC). The bar was great, but the weather played havoc with the television reception. There had been heavy rain and numerous resulting mudslides in the Mohave area surrounding Willow Springs. This weather was also the reason for several changes in the track program the following day.

The first sign of a problem on event day was discovering a mile or so of muddy roads shortly before arriving at the track. Our truck and all of the participant’s vehicles arrived with extremely muddy bodywork. It wasn’t a pretty site on the various assembled Corvettes, BMW’s, Mercedes, Vipers, and similar vehicles. The only good thing was they all had the same appearance. The next problem was waiting for several areas of the track to be cleared of mud which had slid onto the surface during the evening. The track did a terrific job while we fiddled with the schedule. While waiting, Jim Bishop, our fantastic classroom (and track) instructor, called from Bakersfield to inform us he would not be able to make it to the track. Seems he had left home only to make it to Bakersfield and find out both route possibilities to the track were closed due to mud-slides. One of these roads was still closed days after we had left California.

Next year’s event is already scheduled. There may be a few changes since the popularity is growing and controls may be necessary to keep it at a manageable size.

### **2016 SCHEDULES and PLANS**

The 2016 TransAm schedule has been released. First up is Sebring on the March 5-6 weekend.

Bill and David Pintaric are planning on attending the SCCA Majors event at Sebring on January 15-17. Both are hopeful of competing in the SCCA Run-Offs, although David has a TransAm conflict on the same weekend.

Doug Weaver has purchased a F-Production Miata. We expect to see it in our shop sometime in December. He plans on running Majors events and qualifying for the SCCA Run-Offs scheduled for Mid-Ohio in September.

Several other Kryderacing clients are looking at schedules to see if qualifying for the Run-Offs is a possibility. With Mid-Ohio being in our backyard many of them would like to qualify for the annual championships. It could be a busy 2016 schedule for the Kryderacing crewmembers.

Bob MacDonald has repaired his Spec Miata and we met with him on December 4<sup>th</sup> to discuss his 2016 racing plans. Looks like 2016 will be a busy year. Bob plans on competing in Majors along with a few Regional's. This will be a testing year in preparation for the 2017 season as Bob currently will not be able to compete in the 2016 Run-Offs at Mid-Ohio. But the 2017 Run-Offs at Indy is definitely on his radar.

Greg Alley will probably still be running both Spec Miata and ITA with his Mazda Miata, most likely in Regional's. Greg runs well, especially when you realize how “stock” his car is.

Chris Dercole’s Mustang left the shop recently after some starter problems were diagnosed and repaired. Late last year we experienced intermittent starting problems during a test day. The kill switch was the first “suspect” but not all of the clues fit. The ignition switch then looked like the guilty party, but when replaced the problem was still present. The clues didn’t exactly fit the starter, but when it was replaced the problem seemed to have vanished.

Brian Vondran is trying to figure out a schedule of Regional's which would result in a Run-Offs invitation. He bought a 1999 Spec Miata to replace the earlier model he sold to George Slyman.

George Slyman has indicated he may need Kryderacing assistance as he learns the ins-and-outs of racing his Spec Miata. We expect him to concentrate on Regional's.

## **Rental Cars for 2016**

For the past couple of years Dan Harding has supplied rental Spec Miata's (and an ITS Mazda RX-7). One of the SM's lived in our shop and space was occasionally taken by another. With Doug's new program and a couple of other commitments for 2016 we no longer have the ability to keep Dan's SM full-time (unless it was stored in a trailer). For 2016 we still plan to have rental cars available but renters will need to make arrangements initially with the vehicle owner. If the car owner wanted Kryderacing to supply trackside services there would be fees similar to what we charge regular clients. Dan (and possibly others) still has cars he can rent, Kryderacing can still write contracts, and can still provide trackside (and possibly transportation). Anyone interested in a rental can contact us and we will put them in touch with the car owner(s) of something which suits them. Also, let us know if you have a car you might want to rent.

## **QUOTES TO LIVE BY**

"Love is that condition when someone else's happiness is necessary for your own."

"Only by taking part in events can one hope to exercise any influence."

"The future is not for us to see as passive observers, but for us to create."

## **CLOSING COMMENT**

It is December and the Holiday season is in full swing. Thanksgiving at the Kryder household was a big family affair. We'd like to say all the Christmas shopping is done, but that would be stretching the truth a lot. We have been meeting with current clients to plan for 2016. We have also touched base with past clients, sharing memories over a drink or two. Christmas and New Year's are just around the corner. Hope everyone has a great ending to 2015 and a terrific start to the new year..

Merry Christmas and Happy New Year.

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