



TRACK

THE OFFICIAL PUBLICATION OF MAHONING VALLEY REGION SCCA

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MVR APRIL CALENDAR

**NEXT MEETING WILL BE ON
TUESDAY, April 1, 2014**

**WEST FORK ROADHOUSE
3850 BELMONT AVE
YOUNGSTOWN, OH**
just south of I 80

Meeting Time: 8:00pm

Come early for dinner.

Important MVR dates to Remember:

April 27	Street Survival - Boardman Park
July 26-27	Double Regional - Nelson Ledges
Sept. 27-28	Double Regional - Nelson Ledges

REport - Reed Kryder

I am writing this on the second day of Spring. It is snowing outside. If you are like me, you are getting very tired of this weather and are itching to have some fun with your car. Automotive related events will soon become an regular part of the calendar, snow or not. Time to get active.

Elsewhere in this newsletter you will find reports from the 2014 SCCA National Convention. I always come away from the event full of ideas. Will many of them come from sitting in seminars. Even more come from simply talking with other attendees.

One idea was to encourage people to attend the April 19 (Saturday) Nelson Ledges Safety Training Day. Bill Stewart thought it would be great if we could conduct a short PDX at the end of the day. It would be open to all safety training attendees as well as anyone else who wished to participate. Bill was going work on logistics of sanctioning, etc through the Misery Bay Region while my job was to coordinate with Nelson Ledges Road Course and the Safety Team. It looks like it might happen. By the way, you can schedule annual tech inspections and driver physicals at the track on the same day. Go to www.nelsonledges.com for information.

One week later (Sunday, April 27) we will hold the Mahoning Valley Region Tire Rack Street Survival at Boardman Park. We need volunteers and participants. Volunteers should contact me (reedkryder@aol.com) if they have not already received an email. Information for participants can be found at www.street-mvr.org or by calling 330-418-3328 or through email at akghs64@aol.com.

See you April 1st at our membership meeting,

Membership Report

April Renewals:

Mark Fickenscher
Anthony Gabri
Mark Harvey
Edward Hofstrom
Atahan Koymen
Kyle Kunkle
Brian Vondran

Happy Birthday Wishes go out to:

Taylor Manol	4/11
Brandon Nutter	4/12
Holly Royal	4/17
Steve Stelmants	4/21
Beth Sipple	4/13

Annual Tech Day & Driver Physicals

Nelson Ledges Tech Crew and Doc Saddleton will be performing annual Techs and Driver's Physicals at Nelson Ledges on Saturday, April 19th from 9 until noon.

Appointments are not necessary for Annual Techs, first come first Tech'ed. If you have a new vehicle that needs a logbook issued a phone call to Maurice LaFond is suggested, 440-946-2207.

Driver Physicals are by appointment and if you are in need of one please contact Debbie LaFond via email, fastlady1026@yahoo.com or 440-946-2207. Charge for physicals are a donation of \$50 to Extrication Fund.

Minutes of the March Membership Meeting

Opened at 8pm by Asst. R.E. Brad Morris. 4 members in attendance. Motion to accept membership & treasures report ,Carl Holbrook seconded Brian Bartzi.

Old Business need workers & instructors , for Street Survival April 19th. Neohio drivers school & regional same weekend.

New Business - , NE Division Round Table in the Poconos . Lake Erie seminar end of the month. Safety Day April 19th at Nelson.

Motion to adjourn 8:17 Brian Bartzi , seconded Carl Holbrook

2014 SCCA National Convention Summary - Reed Kryder

After several years in Las Vegas, SCCA moved the National Convention to Charlotte, North Carolina. The March 7-9 event included several changes from the past. Not the least of which it was being held with the inaugural MSX Expo.

Sandi and I arrived Thursday evening and enjoyed visiting several friends before retiring. Fridays events started off with Registration and then it was on to the Region Officer Training Session. Attendees received a Reference Manual containing an endless amount of communications which needed to be relayed between Regions and the national office. There were several items mentioned which we need to pay attention to. First, in order to be listed on the monthly SCCA event email sent to all members we need to make sure our event is listed with SCCA in a timely (read "early") manner. Second, anyone listing an event needs to be listed with SCCA as having the authority to list the event. Simply being the event chairperson may not be sufficient. There was also some discussion on "e-mail" versus "snail mail" impacts. Some Regions are having success reverting to old fashioned snail-mail with

regards to getting the word out regarding their upcoming events. Yes, it is more expensive, but in some cases the cost is worth it. It was also mentioned that there is a new "RE Manual" due to be released later this year. It's about time, I still have the one Bill Pintaric gave me years ago.

Later on Friday we all attended the Annual Meeting and Town Hall with the Board of Directors. This was following by some awards presentations, a great talk by a gentlemen from Southwest Airlines, and then the Convention Kick-Off. At 6 PM we headed across the street for the MSX Reception. The MSX show is new and targeted SCCA (and other) racers with product displays from numerous vendors. Having been to SEMA, PRI, and IMIS over the years it did not appear to be all that big of a show. But all these shows had to start somewhere and the various vendors we talked with were encouraged by the business they did during the three-day event. I doubt it will ever grow to challenge the bigger shows, but it may fill a need within our corner of the racing world. We will see.

Sandi normally attends Risk Management meetings, but it was scheduled opposite the Timing and Scoring meeting on Saturday morning. So I sat in on Risk Management. I acquired, and gave to Sandi, several handouts following the meeting. A couple of items of interest to many of us included a reduction in the benefit period following injuries from 3 years to 2 years. There is also a request form making sure meetings are covered by insurance. This does not apply to regularly scheduled (published) meetings, but could apply to something like a special board meeting. The majority of people in this Risk Management meeting did not know this form existed. It was also suggested clubs request "Certificates of Insurance" from anyone hired directly (rather than through the track) at events. This is for our own protection and would include ambulance, wreckers, etc.

My next stop was the PDX/Time Trials meeting. The new rule set received loud applause from attendees at this meeting (and at other meetings where it was announced). It was stressed that PDX events should not be timed. And it was pointed out that timing during "Club Trials" should be for monitoring individual improvement, not as a competition. Tech has also moved towards a "self tech" approach which puts the obligations for bringing a safe car to the event on the car owner. The change stems from using an established safety check list and someone having an incident due to something which was not on that list. Since that item was not listed to be checked, the organizers could be found negligent. It was felt the better approach was to put the responsibility of bringing a safe car to the event on the participant. Tech will continue, but it consist of basic observations to determine if any unsafe issues are visible. It was also mentioned that, due to the unavailability of vehicle insurance on everyday policies for these types of events, several companies are starting to offer special event-only coverage for vehicles. They

are not cheap. SCCA is even looking into something which would help participants at their events.

My next stop was the "closed door" RE's meeting with the Board of Directors. This was a great meeting with general discussions on problems and solutions from Regions around the country. There was no specific list of topics and the conversations followed pathways dictated by those in attendance. One person said they use the local "Safety Training" day as a recruiting tool for the Region. The event promotion stresses "come and see us burn a car". They said it gets lots of people to attend, and while attending they become interested in the SCCA, even if they have no interest in the Safety Training. Regions use other events as introductions to their activities, such as MVR and several of our neighbors did at last year's Legendary Marques at the Ledges. We just need to be creative in our thinking.

My next meeting was a discussion on Alternate Driving Schools, PDX, Club Trials, Rally Cross, and Racing Experience events. All of these areas have been targeted on the "barriers to entry" agenda. Basically they are methods of making it easier for new people to get involved in SCCA activities. There is not total agreement on whether some of these activities are worthwhile, but certain Regions are having success with one or more of them. I did pick up some Rally Cross information.

Following this meeting Bill Stewart approached me with the idea of adding a PDX to the April 19 Nelson Ledges Safety Training Day. The idea was for a couple of hours at the end of the day dedicated to a PDX. All of the Safety Training Day participants would be invited to attend along with anyone else we could think of. It could also increase attendance at the training session. I am working with the Nelson Ledges Safety Team on this idea and Bill is researching the sanctioning/financial end of things through Misery Bay Region.

I attended the Club Racing Town Hall meeting while Sandi went to Motorsportsreg.com training. There were a few questions regarding rules changes but in the end no big arguments developed between those in attendance and the Club Racing Board. One new addition to this meeting was the inclusion of several awards previously presented during the HoF Awards Banquet. I have mixed feelings on this. First of all, the banquet historically took a loooong time and removing some of the awards was probably a good idea. But one of awards which should have stayed with the banquet was the John McGill Award, presented for outstanding service to Club Racing. Yes, MVR originally donated this award and we all should want it to remain at the highest level possible amongst awards. But the importance of this award was also spelled out when the recipient (Charlie Clark) received a loud, and long, standing ovation from the large crowd in attendance. It was the only one of four awards presented during this session to have that impact.

That night everyone dressed up and headed for the Hall of Fame Banquet. In addition to the inductees and Woolf Barnato Award there were several additional awards made during the banquet (they should have swapped one or more for the John McGill). All of the inductees were very deserving and you can read more on the SCCA website.

Because of the Banquet lasting late into the evening and a time change to daylight savings we didn't get too much sleep before the 7:45 AM meetings on Sunday morning. There were a lot of blood-shot eyed people wondering who did the scheduling. Both Sandi and I attended the 7:45 AM TireRack Street Survival meeting. We heard several suggestions which were new. One was to get the parents involved by doing things such as shagging cones. It was also suggested conversing with parents and asking if they would be interested in helping at future TRSS events. Apparently many sponsors/supporters have been found this way. For example, in one case the parent turned out to be the owner of a local restaurant and he now supplies breakfast and lunch for the events. Another parent was connected with a local radio station and they became big supporters.

A question was raised regarding events for "parents only". TRSS supports the idea of adding parents as "filler" to undersubscribed events but there is an issue with an event dedicated to older participants. TireRack's marketing plan is for the 15-22 age bracket and they would like us to keep the focus on them. However, there is a sizable interest in events for the older folks and several Regional, along with the SCCA, are investigating it.

By the way, TRSS graduates will now receive one-year FAMILY memberships. There were also some changes for fee flows between the BMW and SCCA Foundations along with SCCA Regions. Participants still pay \$75.

The rest of the Sunday morning seminars were of lesser interest to us, especially when compared to the "Tall Tales with SCCA Legends" scheduled during most of the later morning hours. It was interesting with many older SCCA members talking about a variety of subjects. You had to be there.

Following this meeting Sandi and I spent some time with friends in the MSX exhibit area before heading home.

What was my opinion of the move from Vegas to Charlotte? Travel to Vegas was more expensive and took longer, but the increased cost of lodging (especially food and drinks) in Charlotte pretty much balanced that out. Overall, I preferred Vegas, but the new format with the MSX show at Charlotte was interesting. Amongst the small negatives was NO coffee service offered at our banquet table while those around us sipped theirs. On the plus side was the rearranging of the seminars, Town Hall meetings, and rescheduling of the Banquet. Other than the long lines (which was not the SCCA's fault) I

liked the change in the way lunch-times were handled. Having them be an "no scheduled seminar" open time with a choice of food vendors was a good idea. I actually planned on listening to MSX Speakers Randy Pobst and Andy Pilgrim during lunch but Sandi and I picked the vendor with the slowest line and we spent most of the time in line.

Suggestions for 2015? Keep the good things from the 2014 schedule, return to Vegas, try to establish the MSX show at South Point Casino, and PRESENT THE JOHN MCGILL AWARD AT THE BANQUET.

Reed Kryder



*Nelson Ledges Chaplains Notes
March 2014*

Dad and I and the Car Show

As a nasty winter drags on and on and on and on in Northeast Ohio, the racing season seems forever away. If you don't get to go south for the early goes, checking out the new rides at the car show can help break the monotony. When my friend Ed and his girlfriend Robin suggested a double date at the Cleveland Car Show, my wife Joy and I were up for it. But for the last few years since my parents moved up from Troy, Ohio I have enjoyed an evening at the show with my dad, Ralph Gray.

Obvious solution-go twice. Thursday evening Dad and I were off to the west side and the I-X Center in my new to me 2012 Ford Focus. But it was first things first and car show attendees move on their stomach so a stop at the pizza buffet was in order. (Mom doesn't like Dad to have too much pizza so we have to grab it when we can.) Suitably nourished with assorted pizza slices and cinnamon rolls, it was past the airport to the show. After an endless hike across the windswept acres of parking lot, we got a pleasant surprise. As we entered the lobby a nice man handed us two free tickets.

Once inside, Ford is first the display you see. After sitting in the Fiesta ST and checking out the Focus ST, I saw it. There, beautiful in arrest me red was the 2015 Mustang,

fifty years in the making and all good. Maybe one day. Wondering on towards my Dad's favorite Chrysler display, I saw the entrance for the Mazda drive and ride. We were plied with some excellent peanut butter cookies before a drive in the 2014 Mazda 3 2.5 Hatchback, a solid competitor for my Focus Hatch. Very impressive small car but where in the stick shift Mazda? Remember Zoom Zoom.

Moving on, for the first time we rode on the Ram truck and Camp Jeep test tracks. Amazing off road capability absorbed most of the shock but it still rattles your fillings. You get a nice Ram hat and Jeep bag for riding and you should see our expressions in the picture taken as we bounced our way through. On we went to the back of the building to Millionaires Row to check out the Aston Martin and the first McLaren Convertible I have seen.

Of course no trip to the car show is complete without ice cream and some fudge to take home. We followed it with a stroll through the classic car display. There we picked up a brochure for the summer Mopar show. It will be another time to spend time enjoying cars with my Dad. Honor your father and mother.

Chaplain Marvin Gray chapnrc@aol.com