



TRACK

THE OFFICIAL PUBLICATION OF MAHONING VALLEY REGION SCCA

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MVR FEBRUARY CALENDAR

February 2, 2016

AMEN CORNER SPORTS BAR & GRILLE
20 W. MAIN ST.
GIRARD, OH 44420

Meeting Time: 8:00pm

Come early for dinner.

REport - Reed Kryder

Elsewhere in this issue of TRACK you will find some reports from the recent SCCA National Convention. Things are definitely changing within the organization. The included reporting is only a fraction of what transpired. Sandi and I will be at the next meeting (February 1st) to answer questions.

There was also a lot of discussions done regarding local activities during the Convention. Representatives from NEOhio, Misery Bay, Steel Cities, and Finger Lakes frequently huddled with us regarding Nelson Ledges, Street Survival, Track Nite, and other topics. There was a real desire to cooperate with each other and several conversations already require follow-ups.

Terri Ozments was honored with the John McGill Award for outstanding service to Club Racing. Paula Hawthorne (Steel Cities) received the "Member of the Year" award. It includes a trip to any automotive event in the world.

See you at the February 1st membership meeting,

Membership Report

We have compiled a phone/e-mail list of our members. If a MVR member would like to receive a copy of this list, please contact Sandi Kryder at kryderacing@aol.com and she'll e-mail it to you.

We have about 132 members including dual members.

A reminder to the following that your membership is due for renewal in January.

Brandon Nutter
Scott & Susan Nutter

Happy Birthday Wishes go out to:

Greg Alley	2/18
David Badger	2/18
Chris Bell	2/14
Mark Fickenscher	2/16
Constantin Gheorghe	2/14
David Klein	2/18
Greg Lesky	2/12
Matt Miller	2/16
Bill Pintaric	2/4
Nathan Royale	2/23
Bob Ruman	2/27
Kurt Stevens	2/23
Brent Walton	2/28

December Board Meeting

The financial books were audited by the Board of Trustees. All was in order.

2016 SCCA National Convention - Reed Kryder, RE

Sandi and I have attended a fair number of these events in the past. They are always evolving. Sometimes they go in a good direction and sometimes the other way. The past two were held in Charlotte, NC and, while I like Charlotte, the Convention itself left a lot to be desired. This year it returned to The South Point Resort & Casino in Las Vegas and the program itself made tremendous improvement. There were lots of seminars to attend which brought members up-to-date on happenings and changes in procedures. We received numerous "pep talks" from those desiring to improve the club by firing up the membership. We also heard from outside organizations which could benefit from working with the SCCA, and our working with them. The parties and banquets were also well done. There is far too much to report so I will simply hit some of the highlights from my activities and meetings I attended.

Our travel to Vegas went smoothly and we arrived on time. Our first official activity was to register on Thursday. We had heard a rumor Donald Trump would be speaking from 1-2 at the Casino. Sandi and I had plans to meet friends "off-site" for lunch around 1PM so we headed to Registration around 10:30, figuring we would avoid crowds and security. Wrong! There was a large crowd (in an orderly line) on the ground floor waiting to be allowed into Trump's presentation banquet room. We had to go through security to get to the elevator to take to SCCA Registration. Several security officials asked where we were going, we told them, and then they asked for our credentials. We had to explain "credentials" were what we were trying to obtain. It actually went smoothly except for the numerous stops.

That evening the Convention started with the Annual Meeting and the Welcoming Party. One of the reports at the annual meeting is financial. The method of its presentation seems to change year-to-year, but the bottom line is the club had a positive net income for the 7th consecutive year. Membership was up approximately 5% and now exceeds 46,000. This was the third consecutive year of membership growth.

Friday morning started out with a general meeting centering on directions our club officials wanted to take in the future. Some were continuations while others were new. You'll be able to follow them in future issues of "Sportscar".

I then headed to the "How and Why: Hosting Street Survival" meeting. Scott Dobler is the new Program Manager and while the program is relatively unchanged, some of the procedures leading up to a program date will be modified. I picked up a couple of new ideas

regarding who to approach for participants. School PTA's is something we need to be trying. One Region approached their local car dealer association. One of the dealers came out to watch, liked what they saw, and now supplies lunch to the group and provides mechanics to help teach the participants how to check tire psi, fluid levels, etc. They also bring a few new cars to put on display. I think the display cars are targeted towards the parents. Speaking of the parents, several Regions have them chase pylons. I got a couple of new ideas for props. Staff personnel may receive caps in the future. Someone suggested a TRSS keychain as a giveaway to participants. Everyone thought this was a terrific idea. It was also stressed that instructors need to complete the 'on-line' certification process. If you haven't done it, please do. It is easy.

My next session was "How to: Event Marketing and Promotion". Heyward Wagner handled the program and most of it centered around using social media for improved results. I was able to follow a lot of what he said, but he frequently ventured into areas which left me feeling like a grade-schooler in a college class. Heyward is very intelligent and enthusiastic, especially when talking about a subject which involves most of his waking hours. It never felt as if he was talking 'down' to his audience, just that he wasn't aware of the fact most of the room was filled with people who were not at the same level as him regarding marketing and social media connections. I know I am not the sharpest tool when it comes to this subject, but a lot of my fellow session-mates expressed the same feelings.

My next meeting was the RE's luncheon. This is the RE's chance to discuss whatever subject they wish with the Board members and other club officials. While last year's meeting centered on track rental costs, this year we bounced around between numerous subjects. One was the future of the Board. It appears to be moving towards less specific involvement with small items (such as every single rule change for your specific vehicle and class) to assigning good people to make those decisions and letting them do they work.

My next meeting was "How to: Volunteer Recruitment & Retention". This was somewhat a rehash of previous year's meetings with comments regarding the use of the work "Worker" ("Marshall" was frequently suggested), paying workers, attracting new workers, 'burnout', etc. Everyone knows there has been and continues to be a growing problem of fewer volunteers. Some Regions have had success with different approaches, but most are struggling. My feeling is to look at our own local situations and not depend on 'National' to solve it. I also feel it needs to be approached from the standpoint of creating a strong 'social' connection to all volunteer areas, both from an overall event perspective and within their own specialties. I have been forming some ideas and would like to hear others.

"Building SCCA Champions" was a presentation regarding a procedure used to increase the success of

the Track Night in America program. It was interesting and I believe part of the presenters hope was to use it as an example of how to improve success in other areas. I do have some thoughts regarding use of a spin-off idea to recruit volunteers. I will probably bounce these thought around at our next membership meeting.

The "Regional Race Program Development" meeting featured a panel who presented methods used by their Regions to develop successful programs. It was obvious that some of the panel members did not understand the problems encountered by Regions who put on only one or two events a year and were not aware of the wide array of financial circumstances (especially track rentals) dealt with across the country. But there were some good ideas from both the panel and the floor. It seems to me we need to concentrate on enticing local participants to our events and not depend on long distance travelers for success. It was also pointed out that championships can involve cars/teams and not just drivers.

I attended the "Conflict and Dispute Management" seminar. Several Stewards offered methods they used to avoid problems and resolve them. Virtually all of it is common sense. But when these situations arise common sense sometimes disappears. The stressed the importance of listening (by the steward), separating two arguing drivers so they can get stories delivered in a calmer atmosphere, and several other suggestions. I collect quotes and did come away with a new one: "When discussing anything – do not let your words put people on the defensive."

I participated in another meeting regarding driver schools and the huge variety of pathways to a license. During that discussion we touched on a subject I had heard a few times earlier – 'Contact Impound'. Apparently it is common in vintage racing and a few Regions are using the idea. Basically if two cars make contact during a session they are directed to an area (as they come off course) to discuss the incident. An official is present but their purpose seems more to make sure the drivers discuss the incident before returning to their paddock. In most cases this approach eliminates bad feelings before they are allowed to fester. Those who have done it are happy with what they have seen.

I attended the "Get to know: SCCA Pro Racing" session. A lot of this centers on discussing the difference series SCCA is involved with, their level of involvement (most Series are owned by non-SCCA companies, for example: The TransAm Company), and how Region members can become involved in various volunteer areas.

Near the end of Saturday I sat in on a presentation of new SCCA programs. Track Night in America, Starting Line, Bracket Enduro, and Targa were all discussed. You can read more about these in "Sportscar" of come to our meeting. I will follow-up and expand upon some

of these topics in the future. But right now, I'm tired of writing.



2016 SCCA National Convention - Sandi Kryder

I attended a lot of the same meetings as Reed did, so I will not re-report on those meetings. Other meetings that I attended were Risk Management, A Break-out on club Specialties and a closed Registrar's meeting.

Risk Management - New waivers are coming. Mainly new wording. There will be a Annual waivers - main difference is that there will now be a separate waiver for those that are having them notarized rather than have an SCCA registrar sign them.

Event waivers pretty much stay the same.

Minor waivers - no more 2 or 3 parts forms. Parents will still sign the front, but the minor now has to sign the back. In the case a child who is too young to sign his own name, they will be treated as a spectator.

K&K is also working with both MotorsportReg and National office to have e-signature waivers.

Registrar's breakout meeting - basically a bunch of us registrars from across the country discussed what does and does not work for us. One registrar, can't remember which region/track, mentioned that they have snacks, pop & beer in registration for the competitors. (I do not think this would have worked at Nelson's since our registration trailer was sooo small - but love the idea). Seems that most regions do the express tech at registration also. It was announced that SCCA National will no longer be open on Saturdays for us to call and verify info for a driver who shows up unprepared. So, drivers, make sure you have our ducks in a row before you show up at registration, or you may have to return home if we cannot resolve the issue.

Closed Registrar meeting - SCCA National office is moving forward with their own race registration system. They used it for the 2015 SCCA Run-Offs and the Solo Nationals. Tweaking continues with the system.

Eventually, all event (club racing, solo, rally etc.) will be thru the National office. Drivers will not be able to register for an event thru MotorsportReg or DLB. National is hoping to have this available by 2017.

Ohio Chaplain's Notes
Winter 2016
What's Old Becomes New

I have just spent a few days watching a lot of bowl games including Ohio State taking care of Notre Dame. As a consequence I saw way too many car ads. But one in particular caught my eye. Did you see you yellow Mustang GT that was Powerful by Design? And then came the Magic by Design new Ford GT. How was Ford able to keep that iconic style and heritage of the GT front end design, marry it with a rear view from Star Wars and make that magic? Best of all, you will soon be able to watch it on the race track. Chip Ganassi Racing will enter two of the new GTs in the Rolex 24 at Daytona January 30th with number 66 and 67 in honor of the Le Mans victories 49 and 50 years ago. Joey Hand, Ryan Briscoe, Richard Westbrook and Dirk Muller will handle the driving duties in the IMSA Weather Tech Sports Car Championship GTLM class. Ford will also campaign two GTs in the FIA World Endurance Championship GTE Pro category and attempt to reprise their 1966 overall victory with a class win at Le Mans. The competition with Porsche, Ferrari, Corvette, BMW and Aston Martin will be tough, but if looks make the car, the Ford GT will be right at the front.

1966 also saw the birth of a sports car legend, the Trans Am Series. With over 70 entries for some races, the comeback from the dead of Trans Am in the last few years is one of racing real feel good stories. Last year, Kent, Ohio's Amy Ruman with the help of her Ruman Racing family team became the first woman to win a major road racing championship as she swept to the T/A title with 8 overall wins. Gar Robinson came from behind to win the ultracompetitive T/A 2 class. Young Ernie Francis repeated as T/A 3 AM champ and Lee Sanders captured the T/A 3 I honors. This year Trans Am will have a back to the future look. Throwback liveries like Lawrence Loshak's beautiful recreation of Dorsey Schroeder's Raybestos Mustang and the Sam Posey Challenger lookalike of Joe Stevens are expected to dot the grid. As NASCAR proved with its retro weekend at Darlington, it is an exciting way to celebrate your heritage. Great drivers from the past also will be invited back. Some will be on the grid with Wally Dallenbach Jr. set to join Tommy Archer and Greg Pickett behind the wheel. Trans Am is looking good at 50.

As racing celebrates its past and looks towards its future, it comforting to know some things never change. You always have a Father in Heaven who loves you and wants good for you. He's waiting for you.

Chaplain Marvin Gray
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