



TRACK

THE OFFICIAL PUBLICATION OF MAHONING VALLEY REGION SCCA

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MVR JULY CALENDAR

NO MEMBERSHIP MEETING

WEB SITES

MVR - www.mvrscca.org

SCCA - www.scca.com

KRYDERACING - www.kryderacing.com

FUELPORTS - www.fuelports.com

NESCCA - www.nescca.com

REport – Brian Vondran

Nothing much to report this month. See info elsewhere in TRACK on our August Picnic Meeting at Nelson Ledges.

Minutes of the June Membership Meeting - Sandi Kryder

Assistant RE, Brad Morris called the meeting to order at 8:01. There were 5 members present.

A motion was made by Sandi Kryder, seconded by Mike Belopotsky to approved the May minutes as printed in TRACK. Motion passed.

Mike Belopotsky made a motion to accept the treasurers report. Seconded by Bryan Bartzi. Motion passed.

Old Business:

Discussion on TRSS. Our fall date will be Oct. 7. Registration is open and we have 2 students.

New Business:

Our August Membership meeting will be held at Nelson Ledges on Tuesday, Aug. 7. Details to follow.

Nelson Ledges is holding a Tune & Test day for race cars only on Wednesday, June 13.

Nelson Ledges is looking for F&C people for the help with the Champ Car 24 Hr. race on June 30-July 1/

Sandi Kryder motioned to cancel the July 3 Membership Meeting. Seconded by Bryan Bartzi. Motion Passed.

Sandi Kryder motioned to adjourn the meeting. Seconded by Reed Kryder. Meeting adjourned at 8:23.

THE DIRECTOR'S CHAIR

Jack Burrows, Area 2 Director
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One dynamic of membership organizations like SCCA is the way rumors fly. A big contributor to this is a lack of effective communication between members and those who are (supposedly) in charge. As an admittedly guilty party on one end of that dynamic, here's the low-down on a few things which have recently been making the "rumor circuit". At least this is my perspective as your Area Director.

TIME TRIALS NATIONALS: With the Board's approval, SCCA rolled out a "Time Trials National" plan which was unfortunately perceived by many to be a re-vamping of time trial and hillclimb events currently staged around the country. Not true. Rather, it was a blueprint for a single event to take place at the end of the season to crown national time trails champions as a rough equivalent to Solo Nationals in autocross and the Runoffs in road racing. In effect, it was a set of proposed supplemental regulations for that event and has no effect on other events. Instead of forcing changes to time trials and hillclimbs, the Time Trials National is an attempt to enhance these existing programs' profile - and, hopefully, participation - by providing a national championship event at the end of the season. Nothing else changes.

SOLO FUEL: Early this year the Board approved a proposal from the Solo Events Board (SEB) regarding "pump gas" in some classes. Because of the extreme difficulties in measuring and controlling turbo boost and because increased boost requires increased octane, the "pump gas rule" was seen as a way to control boost through indirect and non-invasive means. However, a problem arose because octane ratings posted on pumps are minimums and the actual rating can vary significantly from state to state and station to station. As a result, concern arose about the very real possibility that a competitor could buy gas from the pump, only to learn subsequently that the octane was too high and be subject to disqualification after the event. The Board asked the SEB to come back with a recommendation to rectify this unintended consequence. The SEB proposed a modification that included a hard upper limit on octane and outlined a means of fuel compliance. The Board approved that recommendation, and there is now a limit of 95.9 octane for classes required to run on pump gas.

FUTURE ROAD RACING RUNOFFS VENUES: The 2018 Runoffs will be held at Sonoma Raceway, formerly known as Sears Point and then Infineon. The 2019 Runoffs will be at Virginia International Raceway, and SCCA has just entered into an agreement to take the Runoffs back to Road America in 2020.

ROAD RACING PLANNING ADVISORY COMMITTEE: When I came on the Board I was confused and bemused by the fact that we had a Planning Committee and a Strategic Planning Committee. I've always considered

planning to be strategic by definition, so I asked why the two committees existed. It turned out that the Board's Planning Committee was solely concerned with developing plans for road racing. After a period of head-scratching the Board disbanded the Planning Committee directed SCCA's staff to create a working group to take its place. That's the Road Racing Planning Advisory Committee. The committee is primarily made up of people who plan and operate racing programs in regions around the country along with drivers, stewards and other stakeholders. It's been a free-flowing, no-holds-barred discussion group which has largely been looking at ways to enhance participation in and our members' enjoyment of SCCA's road racing program. We don't have a corner on the ideas market and are interested in hearing the thoughts, ideas, and suggestions of our members.

GENERAL MEMBERSHIP ISSUES: One of our new president Mike Cobb's priorities is enhancing service to our members and the regions to which they belong. After all, we are a member-driven organization, and without its regions SCCA would basically be a bunch of folks in an office in Kansas. One of Mike's initial steps was to hire Chris Robbins, who come to SCCA with a long and successful history of customer service. One thing that became clear is that SCCA had myriad types and levels of memberships which were all piled on to a rickety overburdened system which caused frustration in many areas and levels. This is not something that lends itself to a quick fix, but it is all being sorted out and reconciled.

That's much of the news from the board room. I hope it clarifies some things but also realize it may raise as many questions as it answers. I'll be glad to talk to anyone about any of this or anything else related to SCCA.

July Membership Report - Sandi Kryder

We have about 180 members including dual members.

Welcome new members:

Joseph Burnside	Dillon Burnside
Brandon Carryer	Melissa Carryer
Andy Kasubienski	Kle Kasubienski
Soctt Katz (welcome back)	Nicholas Mahan
David Mahan	Alia Sater
Diane Sater-Wee	Sean Ward
Haley Ward	Liam Weiss
Andrew Weiss	Ben Wepler

July Renewals:

Alessio Caruso
AJ Grayson
The Scott Lane Family
Matt Leskovec
Deidre & Marty Lutsch

Rachel Pintaric
Beth Sipple
Taylor Winslow
Sedat Yelkin

Happy Birthday Wishes go out to:

Akash Bartlett	7/6
Susan Belopotosky	7/21
Zach Donnelly	7/14
AJ Grayson	7/26
Eric Johnson	7/18
Scott Katz	7/26
Richard Nester	7/7
Julia Raccio	7/13

EVERYONE IS WELCOME TO

JOIN US AT MAHONING VALLEY REGION'S ANNUAL PICNIC MEETING

AT
NELSON LEDGES ROAD COURSE
10342 St. Rt. 305
Garrettsville, Ohio

TUESDAY, August 7

6:30PM Dinner - bring dish to share and your own beverages.

8:00PM Meeting

MVR will be providing pulled pork sandwiches, plates, napkins, plastic ware.

Please let Sandi know what you will be bringing so that we might even out the food dishes.

Contact: Sandi Kryder
kryderacing@aol.com



Ohio Chaplain's Notes June 2018
On the (Trans Am) Road Again

Detroit was my first stop on a 6-race tour as chaplain with the Trans Am series. Funding became available for the drive to races from home in Cleveland. If you have not been to Belle Isle and had to park in area 4, you may not realize how big the island is. Leaving the race on Sunday I took a back road and thought I would end up in Canada. But on Friday morning when I boarded a bus, Indy Rookie of the Year Robert Wickens was also a passenger. A crew member from another team asked him how he liked IndyCar Racing. Wickens spent the previous 6 years in the highly competitive German Touring Car series, the last years driving for the Mercedes factory team. Wickens said he was getting used to some things and that in Germany he had a reserved parking spot right by the track. At Detroit, it was 15 minutes on 2 buses, then having bags sniffed by drug dogs, opened and checked, then waded with all the hoi polloi before a 5-minute walk to the IndyCar paddock. So much for being a star in America. It was about 15 minutes to the Trans Am paddock so there are some "small" benefits to being the stars of the show.

Trans Am 2 was the only class running but the Mustangs, Camaros, and the Challengers were back in their spiritual home in Detroit. In race one, class champions Tony Buffomante and Gar Robinson in his one-off return put on a great battle with Tony's Ford prevailing after a last lap spin dropped Robinson to third behind former IndyCar driver Rafa Matos' Camaro. A big shout out to Keith Prociuk in fourth and Jordan Bupp in fifth. Several machines were wrecked in a trend that lasted all weekend (those walls are hard!) but no one was hurt.

Between races, I spent a few moments chatting with Dorsey Schroeder, the Trans Am Chief Steward. It was nice to hear he started in SCCA driving a Datsun 610 in the old B Sedan class. His career ultimately led to a ride with Ford that netted 17 TA wins in a Mustang.

Sunday's race two saw Matos in the 3-Dimensional Services (the race's sponsor) Camaro take a popular win for the hometown team with Robinson second. Ernie Francis Jr. finished a fine third in his first race weekend in TA2. This time Buffomante's got bumped allowing Francis to third and Jordan Bupp up into fourth. Jordan returned to Trans Am this season after major health issues that were treated well at the Cleveland Clinic. He will marry his fiancée from Cleveland who is also Jordan later this year. Anyone for Jordan Bupp squared?

Jordan trusted God to allow him to come back to pursue his racing dream. What do you need to trust God for?

Ohio Chaplain's Notes
Indy 1965-2018

What is a 16-year-old boy who is falling in love with racing supposed to do if no adult he knows is interested? My sneaky plan was to convince my fellow members of Explorer Boy Scout Troop 82 in Troy, Ohio that they wanted to go to see the first day of qualifications for 1965 Indy 500. My Dad felt obligated to drive and even found us a camping spot in an Indy friend's back yard. To pull into the Speedway was an awe-inspiring sight. Those cars and drivers I had only seen on TV and heard about on the radio were REAL! There was Jimmy Clark, Dan Gurney and a young Mario Andretti qualifying for his first 500. What sounds they made: the bellow of the Offys, the roar of the Fords, and the screaming of the Novis.

53 years after that first trip and numerous others for the Indy 500, Formula 1, and tours of the track and it's amazing museum, I was finally at Indy as part of the show as Chaplain with Trans Am. As a part of the SVRA Brickyard Vintage Invitational, the driver of that Novi in 1965, Bobby Unser, was there as the Honorary Chief Steward for the vintage races. He also was signing autographs on a picture of his beautiful Rislone Eagle-Ford Indy Car. Bobby won the first 500 for a Gurney Eagle with a Rislone Eagle-Offy in 1968 and the first for Gurney's own team in a Jorgenson Eagle-Offy in 1974. I chatted with Bobby about the lovely red, black and yellow Rislone livery. Then I showed him a picture I took of the pits in 1965. "Look at that, the stands are full, and it is not even the big (race) day. They need to get back to that," Bobby said. I commented that Indy Car is growing again.

Another part of the vintage weekend was the Pro-Celebrity Challenge. I gave greetings from Willoughby, Ohio to it's native daughter and former Trans Am competitor Lyn St. James. I gave her an update on good things happening in Willoughby. She said she had been invited to be the commencement speaker at her Alma Mater, Andrews-Osborne Academy in Willoughby, but had to turn it down due to a racing obligation.

In Trans Am, Ernie Francis, Jr. made sterling drive from a last place start to win. He had missed qualifying due to running and finishing second in a K&N East Series race in New Jersey the day before as part of the NASCAR's Drive for Diversity program. For Northeast Ohio drivers, Amy Ruman's team made a great call to bring her in under caution for a handling adjustment that brought a fine second place. Dave Pintaric qualified a brilliant second and fought for the lead before some incidents and the heat dropped him to fourth.

Before the race I discussed Father's Day with third place finisher Tomy Drissi. His father was from Morocco and would always tell Tomy how blessed he was to live in America. I am blessed to serve Our Great God in the sport I love. How are you blessed?

Chaplain Marvin Gray chapnlrc@aol.com Check
our Facebook page