



# TRACK

THE OFFICIAL PUBLICATION OF MAHONING VALLEY REGION SCCA

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## MARCH MEMBERSHIP MEETING

**March 2, 2010**

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

Meeting Time: 8:00pm

**Come early** for dinner.

## WEB SITES

MVR- [www.mvrscca.org](http://www.mvrscca.org)  
SCCA - [www.scca.com](http://www.scca.com)  
NELSON'S - [www.nelsonledges.com](http://www.nelsonledges.com)  
KRYDERACING - [www.kryderacing.com](http://www.kryderacing.com)  
FUELPORTS - [www.fuelports.com](http://www.fuelports.com)  
NESCCA - [www.nescca.com](http://www.nescca.com)

## REport – Reed Kryder

In lieu of a REport, Reed has written the following”

2010 National Convention Summary February, 2010

This year’s annual SCCA National Convention was held January 28-30 in Las Vegas. It was the second year of what is believed to be a three-year contract with the South Point Hotel. Reed and Sandi Kryder attended as Mahoning Valley representatives. Reed’s summary is below.

The theme of this year’s Convention stayed the same as last year: “Make it easy, make it fun”. All of the reports from the various seminars are supposed to appear on the SCCA website within the next week or two. Therefore, I will only write about those items I feel were the highlights with regards to MVR activities. In order:

### RE’s - SCCA Operations Overview

Actually, I didn’t go to this meeting. The meeting description started out with “Designed with the newly elected Regional executive in mind,.....” I did hear about many subjects discussed afterwards and initially started to feel guilty. But as the Convention went forward most of the subjects missed were covered in other meetings. Why did I not attend? The Pro Racing Open Forum was going on at the same time. It was an interesting meeting with the Pro Dept announcing a profit for the third year in a row. An original debt of \$600,000 (three years ago?) has now been trimmed to less than \$300,000. They are also adding three new series in 2010.

### Driver’s School Toolkit

This was conducted by Ed Zebrowski, the National Administrator for Driving Instructors. Ed’s plan is to have a guideline for every school to follow. He doesn’t care how things are taught as much as making sure a number of items are covered. He is full of good ideas and extremely thorough. Personally, my only concern is his plan may be too thorough. I have no argument with any item on his list of things to be taught at a school and any experienced Chief Instructor would have no problem accomplishing most of the list. But as I sat and listened I started to think “this will totally overwhelm someone new”. MVR doesn’t have a Driver’s School scheduled this year. Whenever we do one again I suggest we have not only a Chief Instructor but an Assistant Chief Instructor whose main job is to learn so they can perform the job at future schools. The SCCA national plan will be rolling out this year.

While I was listening to Ed, Sandi was at the Volunteer Weekend Membership Program Meeting.

### Leadership Luncheon

Each day the luncheons target different areas. On

Thursday they presented various Region awards in different categories. MVR has not won one for several years. The two major categories are newsletters/websites and growth/retention.

### RE’s & BoD

This was a “closed” session. The idea of closing it is not to be secretive. It’s just trying to limit the crowd so that each Region has a chance to be heard. Many of the things mentioned in the morning meeting I skipped were covered again. But the majority of the meeting was spent listening to various Regions present their concerns to the Directors. Many subjects were covered. Several centered on the current status of the National Racing Program and the new rule permitting Run-Offs participation with only four races. I would have to say that most voices were against the “four-race” rule and many felt their own National was in jeopardy in the future. As one R.E. said: We need the Run-Offs to promote the Nationals, not the other way around. “

Sitting in these meeting you do learn that answers to problems do not come easily. For example, would you rather have a 300 car Run-Offs with only the cream-of-the-crop or a 600 car Run-Offs open to just about anyone? In other word, should the Run-Offs strive for quality or quantity? Be careful how you answer. If you want quality, you need to somehow come up with a way for the National Office to make up for the lost income. Perhaps a large dues increase. There are no easy answers.

Hear is another issue to think about. Double Nationals are becoming more common. While a minority of people think we should outlaw them, the Southern Pacific Division is pushing for more leniency towards them. In particular they want to allow two-day Double Nationals. From their viewpoint it makes a lot of sense. They currently have only three Nationals. All are doubles and require high travel expenses. Again, there are no easy solutions.

While I sat with my fellow R.E.’s Sandi attended meetings on Risk Management and Event Management.

### Meet the President, Annual Meeting, Town Hall Meeting

Three hours are allotted for these meetings. Both Sandi and I attended. Jeff Dahnert talked first and gave a short but positive minded status report. One interesting announcement was a new website area called “What can I do with my car?” The idea is to answer questions from prospective members and eventually route them towards someone in a Region near them who can help them. It is due to be on the SCCA website April 15<sup>th</sup>. Incentives for signing new members are being increased for individual members and initiated for Regions. Regions will also be granted “retention” rewards.

During the Annual Meeting the BoD and audience listen to reports from many areas of the club. Membership

was reported at 43,521. This is down about 10% in the last year but the drop is stabilizing.

But the club made money in its three areas, mainly by cost cutting and improved efficiency. SCCA Enterprises, who used to be a major drain on club financial resources, proudly stated they have not had to borrow from the SCCA since 1996 and the original loan amounts have also been cut by more than half.

In the Club Racing Report we heard some interesting numbers. From 2008 to 2009 there was a reduction in National events from 74 to 71, an increase in Regional's from 225 to 236 (several were restricted Regional's added to Nationals), and no change in the number of Driver's Schools (25). The number of all types of licenses were down but the most shocking to me was Novice Permits: 921 to 412.

The Town Hall Meeting is the BoD answering questions from the audience. This meeting was shorter than last years meeting.

#### Welcome Reception

This affair was presented by Mazda North American Operations and was a great way to finish the first day. We spent a couple of hours talking with many old friends and developed a few new ones. We were surprised to hear Dave Hammer and a few others actually drove to the Convention from locations further east than MVR.

#### Time Trials Town Hall

This was my first meeting on Friday and concerned PDX, Club Trial, and Track Trial events. I had attended last year's meeting because MVR was going to be putting on our first PDX. I wanted to see what was new for 2010 before discussing doing a PDX again. I came away thinking it was still a good idea. (Note: At our Membership meeting following the Convention we decided to hold a PDX with our May 15-16 Double Regional.) It also became apparent at this meeting there is a strong need for a better defined pathway from PDX and Time Trials to a Club Racing License.

Near the end of the meeting everyone got slightly off subject when the conversation turned to "LeMons" events. One person said this non-SCCA sanctioning group did the "Make it easy, make it fun" idea perfectly. Another suggested a new Improved Touring class, ITL (Improved Touring LeMons).

#### NEDIV Council Meeting

This was a "closed" meeting to discuss the future of National racing in NEDIV. It was "closed" in order to limit the number of participants to only the NEDIV Council, the three Area Directors in NEDIV, and those R.E.'s from NEDIV Regions conducting National events. Nothing was finalized but I think most participants have a better understanding of each other. The meeting was "closed" but it wasn't "secret". Feel free to contact me with any

questions.

While I was at this meeting Sandi was at the "Give them the pickle" meeting. Whaaaaa? Ask her.

#### Lunch - Rally and Solo Awards

#### Afternoon Sessions

After lunch Sandi attended meetings on Insurance Waivers and Web Reports/Tools while I enjoyed a new addition to the SCCA Convention: sessions targeted towards competitors. Tire Rack offered guidelines on "Making the most of test days", Gumout offered advice on additives and answered general lubrication questions, and Joe Huffaker told about the development of the 6.0 liter V8 engine used in a World Challenge Mustang. There were several more of these sessions on Saturday but the only one I made it to was the very educational Koni talk by Lee Grimes.

#### Friday Evening

Last year, Friday ended around 6:30 following a long, but entertaining motivational speaker. For many people this was the only evening they might have to enjoy Las Vegas. This year, the programs ended shortly after 5 PM and arrangements were made for a bus to go between the hotel and the Strip. A much better and highly appreciated plan.

#### Town Hall - CRB

Two hours are scheduled for these meeting each year. Discussions have been shrinking the last few years. Probably because the CRB is doing some good work. Not everyone agrees with everything but the big fights of the past haven't happened in recent years.

SFI-approved head and neck devices will become mandatory in 2012. The old argument for another device (its name starts with an "I") was put forth several times with one individual stating the SCCA needs to establish its own "certification testing". The summed-up answer to all the concerns with the new rule was "SFI is the recognized industry standard, SCCA is way behind other racing organizations in mandating these safety devices, and two years should be enough time for participants to prepare and manufacturers to obtain SFI approval on current or new designs."

Driver's Schools were discussed with input from Driving Instructor NA Ed Zebrowski and thoughts from the Time Trial people on bridging Time Trial experience to a club racing license. I had the "mike" for a few minutes expressing my concern there are fewer and fewer opportunities for a potential driver to obtain a competition license. The reduction in driver's schools over the year's has limited choices for most prospective driver's to one, or if they are lucky, two driver school dates during the year. In recent years we have had several people contact Kryderacing to discuss going to a school, either

with one of our rentals or with their own car. Many times they drop the idea because the only possible school within a reasonable driving distance has a major conflict with other obligations of the individual. And there are no other school date choices available. Usually we never hear from them again.

One item not mentioned at this meeting or at any meeting I attended was the follow-up to the American Sedan issues at Tech during the Run-Offs. Several members of MVR expressed their concerns prior to the Convention and asked Sandi and I to pay attention.

#### Lunch - Club Racing Awards

#### R.E.s' Town Hall

This meeting was intended for the R.E.'s to tell National Office what they needed in ways of assistance for Topeka. Many of the ideas presented last year have been incorporated already and several new ones were presented. We were also told all of our websites would be looked at by the National Office with the goal of offering suggestions for improvement. One interesting comment made by a national staff member during this discussion was they did not like websites which required a half-dozen clicks to get to where they wanted to go. I am in total agreement with that when I am familiar with a particular website. But if I am going to a new website I don't want to get overwhelmed by a home page with too many choices. What's your opinion?

#### Awards and Hall of Fame Induction Banquet

All of the major awards are given Saturday night at the Banquet. You can read about them in "Sportscar". But two things need to be mentioned. First of all, as we departed the plane going to Las Vegas we discovered John McGill has passed away earlier that morning. We all know John from MVR and Nelson Ledges. Most of SCCA recognizes the name from "The John McGill Award". For many years it has been one of the major awards and goes to an individual for life-long contributions to Club Racing. John's passing was noted prior to the award's presentation this year. The worthy recipient was Fred Cummings of the Milwaukee Region.

The second item of interest during the Banquet was the awarding of the President's Cup to Sam Halkias. This is the highest honor a club racer can receive. Many of you know Sam and his E-Production Triumph. But did you know that prior to moving to Columbus, Sam was a Mahoning Valley member? Sam's acceptance speech was one of the best I have ever heard. I can't even begin to repeat the style and words he used, but maybe I can relay part of its gist. He has raced for many years and usually his only crew at the track is himself. But it was the SCCA friends he has made over those years who, as the five minute warning was being given on the grid, told him to get buckled-in while they changed the tires from dry to wets. Sam individually named all of his last-minute mechanics. He wanted to thank them, and

their SCCA club racing spirit, for helping him obtain his first National Championship and The President's Cup.

This was the fourth year Sandi and I have attended the National Convention. Each year I say this but it's still true and needs to be said again. Virtually everyone at the Convention is trying to do their best for the SCCA. There are many differences of opinion and some are strongly expressed. But passion for the SCCA is the motivation for all of them.

We did gamble a little. And like last year Sandi won just about the same amount Reed lost. Somehow Reed's money always flows through Sandi's hands.

#### MVR Race Schedule for 2010

May 15-16	Double Regional /PDX
May 29-30	National/Restricted Regional

#### Annual Tech Day / Driver Physicals

Neohio will be doing annual techs at the Nelson Ledges Safety Training Day at Nelson Ledges on April 10. Dr. Mike Saddleton will be doing driver physicals. Cost of the driver physical is \$50.00. Appointments are not necessary per Dr. Mike, but would be appreciated. Contact Deb LaFond to set up the appointment at [fastlady1026@yahoo.com](mailto:fastlady1026@yahoo.com)

#### Some Thoughts on National Races – Brad Morris.

At the February membership meeting Reed and Sandi Kryder gave some interesting and detailed reports on the 2010 National Convention. There was a lot of talk at both the convention and later at our meeting about the new policy for qualifying for the Runoffs ( which I won't go into at this time ) which lead at both places to a lot of discussion on the need to make national races stand out again. This is not the first time we as an organization have had to handle such issues so I felt that hopping into the WABAC Machine with Mr. Peabody and Sherman might help with a little perspective.

In the early 90's national races in NEDiv were seeing smaller and smaller car counts at every track. Driver, promoter, all around character *Oscar Kovalski* decided that creating a series within the national races might help out so for the 1993 season he put together NESCCA. Back then there were multiple nationals at every track and Oscar picked one race from each track for his series and promoted the series. The series races were the best attended at each track so for 1994 the leaders of NEDiv voted to adopt NESCCA as the divisions official national

series and give it the funding it needed to continue to grow. As the official divisional series the number of races were brought down to one national at every track and while they never saw the entry levels from the heydays all the nationals were successful.

Returning home in the WABAC Machine I look round and see that NESCCA is everything NEDiv. While this has been good all around for the various programs it has also lead to a loss of focus on the promotion side of things. The days of just putting a race on the calendar and hoping entrants will show up are long gone, Oscar proved that 17 years ago. The one national a each track is still a good policy for a division as rich in facilities as ours but we need to find a way to make participating in national race about more than getting an invitation to the Runoffs. With the NEDiv Roundtable just weeks away I'd like to stir the memories of our divisional leadership on what worked on promoting the NESCCA series and challenge them into adapting past success to our modern market place.

### **MEMBERSHIP (from the National Convention – Sandi Kryder**

Effective April 1, 2010, Spouse dues will be combined into a Family Membership. The Family Membership will be reduced to \$85 (from \$101 in 2009). This will provide a savings of \$3 for those couples that were Individual/Spouse combination members in 2009. The Individual and Spouse member will each retain their current membership number.

### **2010 Membership Programs and Incentives Summary (effective April 1, 2010)**

#### **Membership Types and Dues Annual**

##### **Individual \$65 SCCA dues plus Region dues**

**Family** (primary member, spouse, children under age 21) **\$85 SCCA dues plus Region dues**

**First Gear** (under age 25) **\$45 (includes both SCCA and Region dues)**

**New Club Racing Volunteer \$30 (includes both SCCA and Region dues)**

Not a SCCA member in the past 18 months  
First weekend is free  
Renewable for a second and third year by working four days

#### **Weekend Membership-Recommended Fee Structure (read details below)**

All events except Road Rally \$15  
Road Rally \$15 for one participant (driver or navigator is not an annual member)  
\$20 for two participants (both driver and navigator not annual members)

### **Discounts and Rebates Membership Referral**

#### **New Members – the referred member**

Individual - \$15 discount

#### **Existing Member – the referring member**

\$10 in “SCCA Gold”, plus one entry into Grand Prize drawing for each member referred.  
No limit, may use “SCCA Gold” for dues, merchandise or entry fees.

#### **Club Racing Volunteer Incentive**

Based upon number of Club Racing volunteer participation days

Two days Free Annual Waiver Hard Card

Four days \$15 membership discount

Six days \$22 membership discount

Eight days \$30 membership discount

Twelve or more \$45 discount, recognition in *SportsCar*, & special ID card

#### **Weekend Membership**

With the issuance of a Weekend Membership the Weekend-Member receives a Weekend-Member number, this number serves as \$15 discount coupon that may be applied towards an annual membership.

Maximum of two coupons may be applied to any type of annual membership, up to the full price of the membership.

Discounts/coupons must be used within 60 days of issuance.

#### **Military**

Dues rebate of \$35 upon receiving proof of active duty status; reduces SCCA dues to \$30 plus Region dues. Regions may elect to reduce or waive dues by notifying Member Relations.

### **Membership Report - Sandi Kryder**

A reminder to the following members with March Renewals:

John Gingery  
Bill & Rolayne Kasmer  
Marty Lutsch  
Jack Madison  
Moseph Mannozi  
Anthony Miller  
William Sovik Jr  
Brent Walton

Birthday wishes go out to:

Jay Barker	3/2
Robert Bujdoso	3/25
Mike Edmunds	3/13
Bill Kasmer	3/28
Abbey Lane	3/27
Matthew Leskovec	3/27

Birthday wishes cont.

Christina Libecco	3/24
Gary Martz	3/2
Robert Mazza	3/2
Terry McCann	3/29
Kaleb Nutter	3/23
Soctt Rowbotham	3/9
Andrew Schauer	3/9
Dave Strittmatter	3/13

The following members have expired memberships

Daniel Grilli  
Greg Grucella  
George Kissinger  
Mattew Meara  
Amy Ruman

### Minutes of the February Membership Meeting

February 2010 membership meeting opened by R.E. Reed Kryder 8:00pm. 12 members present.

Treasurers report was approved as read.

Reed & Sandy attended the National Convention here are some of the highlights. Pro Racing made a profit and has three new series this year. Reed also attended a drivers school meeting. Sandi - Membership meeting 177 new members joined the incentive program, \$10 referral program, Region incentives are just some of the topics discussed, Membership down 10%. There also was a Event Management Meeting. Reed attended a Board of Directors discussion about National Races & the Run Offs. Town hall meeting on PDX & Time Trials Also covered Lemons Racing. N.E. Division Meeting no double nationals. Insurance waivers discussion. Drivers meeting at National Convention had a talk on engine building & Gumout Products. Head and Neck Restraint systems device will be mandatory by 2012. John McGill's passing was mentioned at National Convention, Sam Halkias recieved the Presidents Cup.

Old Business, Double Regional - Shootout for the Nelson Ledges Cup, Charity goes to M.D. for regional. PDX May 15-16. Worker discount for PDX (basically enough to cover insurance), Specialty chiefs lined up for event. National "John McGill Memorial", Restricted Regional at National (IT Group). Joe to print business cards? Used Car Racing Series to be held at Nelson Ledges.

New Business names for annual awards?

Motion to adjourn Sandi Kryder seconded Brad Morris. Motion passed. Meeting adjourned at 9:33 pm

Respectfully submitted by Greg Alley

### CLASSIFIEDS

Free to Mahoning Valley, Neohio, Misery Bay, Steel Cities and Western New York Regions members. Ads will run 3 consecutive times (asterisks at the beginning of the ad indicates how many times the ad has run). Ads must be resubmitted after their 3<sup>rd</sup> run.

\*For Sale: For Sale: (6) Kosei K1 TS 14x6 wheels. 4x100 bolt pattern with 38mm offset. Mounted with Kumho Escta V710 (205-55-14) tires. Wheels and tires have been used for 2-3 races. Asking \$850 or best offer (4) Hankook Ventus RS-2 tires. 205-50-15. New condition. Asking \$200 or best offer. Contact: Greg Vandersluis 440-552-2502 [ITAhonda@aol.com](mailto:ITAhonda@aol.com)

\*\* For Sale: 2001 Dodge Ram 3500 Dually – Quad Cab SLT Pick-Up – H.O. Cummins Diesel, 6-speed Manual Transmission. 2 WD. 2005 44 ft. Pace Shadow Trailer, Gooseneck, Beavertail, Triple Axle. 40 Ft Canopy (like new). \$25,000.00 for everything. Call 330-854-4889 Will separate.

\*\* RACE CAR PREP: Kryderacing offers race car preparation, chassis set up, trackside services, etc. Check out their Website [www.kryderacing.com](http://www.kryderacing.com)

\*\* For Sale: 1972 MG Midget. Driven in PA salt from 1972 to 1984. In dry storage from 1984 to 2009. Lots of rust and mice! \$400 OBO. Call Dave Badger at 724-336-5661

\*\* For Rent: or Sale IT-C Renault Alliance. Sale price - \$3,500. Contact Carl Holbrook 330-856-7841 or email at [cholb2698@aol.com](mailto:cholb2698@aol.com)

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