



TRACK

THE OFFICIAL PUBLICATION OF MAHONING VALLEY REGION SCCA

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MARCH MEMBERSHIP MEETING

**NEXT MEETING WILL BE ON
TUESDAY, March 6, 2012**

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

Meeting Time: 8:00pm

Come early for dinner.

Note: Ohio primary voting day is March 6.

REmarks - Reed Kryder

EVERY LITTLE BIT HELPS

In case you haven't noticed, the Mahoning Valley Region has a lot of activities planned. There are a few mentioned later in this column and elsewhere in TRACK. Like most clubs I have been involved with in the past, a small percentage of the members do the majority of the work so the rest of the membership can reap the benefits. Please don't misinterpret the preceding statement. I meant it as a "fact of life" and not a criticism of anyone.

However, something happened recently which led me to choose the subject of this months column. MVR was approached with an offer of a Pace Car for their 2012 events. This came from an active SCCA member, but not someone active in the monthly business of the Mahoning Valley Region. We also had another member arrange for a tour of his race shop during our April Membership Meeting. I would like to ask all of our members to look around during their daily activities and if they see something which might benefit MVR please contact myself or one of the other officers.

Our three 2012 race events would be an excellent target for ideas. The Pace Car will be greatly appreciated, but there is more we can do. One suggestion already made involves viewing of the Memorial Day races (Indy and Charlotte) AFTER our National concludes on Sunday. Sunday will be a long day and with Monday being a holiday for many people there should not be a big rush to get home. Some may even elect to stay at the track overnight. A couple of the corner workers I spoke with liked the idea, especially since they are usually hanging around and enjoying a brew after the event.

Another recent idea involves serving Ice Cream after Saturday's activities during the August MARRS event. Yes, we will still have beer and wine. Wouldn't it be great if one of our members knew someone who could make something like this happen?

A third idea is sponsorship of one of our events. Sure it would be great to have some big company help sponsor an entire weekend. But it would also be very helpful if a single company or person sponsored and personalized a trophy for a specific class or group. Do you work or know such a company?

The above ideas represent what I would like to hear from our members. I am not asking you to do the work, just give us your ideas.

There should be information elsewhere in this Newsletter regarding upcoming MVR activities. There is a lot of talk regarding the race shop visit during the April meeting. But don't forget we have a regular meeting on March 6th. Sandi and I will be between trips to the SCCA National Convention and the Northeast Division Roundtable and should have lots of news related to these events.

See you then,

p.s. If you wish Sandi or myself to research something at the National Convention (March 1-3) please email me at reedkryder@aol.com before or during the event.

Minutes of the February Membership Meeting

February Membership, held on Feb.7, 2012 opened 8:00pm by RE Reed Kryder. Twelve members present .

Motion to accept minutes as printed in TRACK made by Sandi Kryder and seconded by Cliff McCandless .
Motion passed.

Treasurers report was approved as read.

Old Business:

At the board meeting Chris Bell was appointed chairman of trustees.

Steel Cities has added a double drivers school at PIRC (formerly known as BeaveRun) on April 21-22.

April 21 is the safety day at Nelson ledges.

March 1-3 National Convention. Reed & Sandi Kryder will be attending.

Street Survival , Paul Morrison "potential sites still in the works "

Driver Instructors," discussion" new program to certify & licenses drivers.

New Business:

Names for are races this year will be, John McGill National on May 26-27, Phyllis Stambaugh MARRS Regional on August 4-5, & Golden Harvest Divisional Shootout on September 29-30. A motion was made to accept these names for the races and seconded Carl Holbrook. Motion passed.

National Race, special sponsors,ideas , honor Phyllis at event.

Motion to make MVR & MARRS events part of the Kryderacing Regional Series was made by Brad Morris and seconded Paul Morrison. Motion. Question, N E Division at the Glen verses other track's. Single MARRS race ideas ?

Motion to pay travel expenses & registration for R.E. to Round Table, and registration for board members that are going was made by Brad Morris and seconded Chris Bell. Motion passed.

April 3rd membership meeting will be at Ahsen Yelkins Race Shop.

John Blanie, MVR member and track manager at PIRC talked about PIRC," formerly Beavrun" new ownership, big improvements .

Sandi Kryder made a motion to adjourn, seconded by Chris Bell. Motion passed. Meeting adjourned at 8:58pm

Membership Report

We have approx. 130 members including dual memberships.

A reminder to the following members who are up for renewal in February:

The Bujdoso Family
Chuck Fenstermaker
John Gingery
Frank & Pamela Howard
Bill & Rolayne Kasmer
Deirde & Marty Lutsch
Doug Miller
Matt Miller
Jim S Royal
Dick Wade
Brent Walton

Happy Birthday Wishes to:

Robert Bujdoso	3/25
Jean Dobos	3/27
Mike Edmunds	3/13
Bill Kasmer	3/28
Abbey Lane	3/27
Matthew Leskovec	3/15
Bob Mazza	3/2
Jace Melick	3/25
Scott Rowbotham	3/9
David Strittmatter	3/13

For Immediate Release

What Is A HANS-Type Crash?

Atlanta, Ga. (Feb. 22, 2012) – The 2012 racing season is already having a major impact – the kind where cars are crumpled in accidents and drivers thankfully walk away. "We're already seeing HANS-type crashes," said Jim Downing, president of HANS Performance Products.

What is a HANS-type crash? Two recent examples are Jeff Gordon's Chevy barrel-rolling down the track at Daytona after hitting the wall during the Budweiser Shootout and Mike Austin's Top Alcohol Dragster sailing over the wall in the NHRA's Winternationals before

suffering multiple impacts. Each driver was thankful to be wearing a HANS Device.

"Any crash where a car suffers an impact – or a series of impacts – is a HANS-type accident," said Downing. "The most often overlooked aspect of the HANS Device is its ability to keep on working in a crash with multiple impacts from different directions. It's not just about hitting the wall head-on."

Downing is quick to point out that the HANS Device works as part of a safety system required by sanctioning bodies like NASCAR and the NHRA. "In these type of incidents, a driver needs to have a good seat, a good harness and proper head surrounds in addition to a head and neck restraint," said Downing, a five-time IMSA champion and former class winner of the Rolex 24 at Daytona.

Four-time Sprint Cup champion Gordon is thankful for the changes in NASCAR safety since Dale Earnhardt Sr. was killed in a crash on the last lap at the Daytona 500 in 2001. Gordon said walking away from his recent accident "is a true testament to the safer barrier and the HANS Device and the structure of the cars and the seatbelts that we're running."

Drag racer Austin said he installed every piece of safety equipment available in the cockpit of his Top Alcohol Dragster, which was destroyed after it hit a concrete retaining barrier. That included a high quality seat, a head surround and the HANS Device. "There was a lot of different impacts and a lot of different angles," said Austin, who was bruised and battered but suffered no injuries. "I'm still here with no sore neck. I'm fortunate to walk away."

Michael McDowell, a driver who will walk to his car in Thursday's Gatorade Duels to attempt to qualify for the Daytona 500, is the classic example of a driver able to walk away from multiple impacts. In 2008, McDowell's Toyota hit the wall at Texas Motor Speedway in qualifying and then suffered another major impact before it flipped and rolled several times. McDowell's only injury? Some bruises to his forehead that indicated the HANS Device had done its job.

"We get testimonials each week from competitors in all types of vehicles all over the world in many different types of accidents with a lot of different angles," said Downing. "That explains why the HANS Device is relied on by over 130,000 racers around the world."

Contact: Gary Milgrom
Vice President, HANS Performance Products

Tel: 1-888-HANS-999 or 770-457-1046
gmilgrom@hansdevice.com

HANS

Don't forget, that if you need a HANS device, Kryderacing sells them. 330-854-4889

Article posted from www.gostransam.com:

By: Trans Am Series Staff

MIAMI FL Feb. 13, 2012 –Amy Ruman returns for her sixth season of Trans Am Championship racing in 2012, and she'll be doing it in style – in a much newer Chevrolet C6 Corvette bought at the conclusion of last season.

Ruman closed the deal on the new car just hours before winning her first ever Trans Am race – in last year's season finale at Road Atlanta.

"My mission that weekend was to get a Trans Am win in the original 23 car before we retired it! Lucky for me, it happened," said Ruman.

Ruman's new mount was built by Rocketsports in 2006, and was purchased by Ruman Racing from fellow Trans Am competitor Doug Harrington.

The old mount, a C5 Corvette, had been a Trans Am regular since 1995. It was originally bodied as a Camaro, with Bob Ruman contesting 95 Trans Am races in it from 1996 through 2004. Following Bob's retirement, Amy took the driver's seat in 2005 and she's added 22 Trans Am races and numerous GT-1 SCCA National club races to the car's log.

Amy has enjoyed success – 19 top 10 finishes, 14 top five finishes, seven podium finishes, and one victory – but she's more than looking forward to contesting the 2012 Trans Am Series in her new Corvette.

"I'm really excited to run a newer updated car in 2012," added Ruman. "We ran very competitively for many years. I am hopeful this new car will give me the boost I need to win more races and have a better shot at winning the championship."

The new Corvette will offer a much improved braking system with better cooling as well as the latest suspension geometry. It will also provide improved engine cooling and it is expected to be much more reliable.

"After we picked up the car, we took it out for a quick test at a local track," said Ruman. "The test went well, I got comfortable in it and it also gave us a good idea of what changes we wanted to make to the setup. My crew has put in a lot of time "Rumanizing" the new car in the off season. We plan to do some more off season private

testing and maybe a GT-1 National race before the Trans Am season gets underway."

The new **#23 McNichols Co./Goodyear/Cenweld Chevrolet Corvette** will sport Ruman Racing's signature red and black trim. Ruman is plans to run the full Trans Am schedule this year. For news and updates on Ruman's 2012 Trans Am season, follow her on Twitter [@rumanracing](https://twitter.com/rumanracing) and on Facebook pages: [Ruman Racing](#) and [Amy Ruman \(Official Fan Page\)](#).

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 3rd run.

* FOR SALE: 1988 Crossle 68F CFC, 3 wheel sets, 12 gear sets, Elite Engine, \$11,900; also 1993 24 ft. United Transporter with built-in booth, windows, diamond plate floors, tire rack, winch, \$4,500; also 1989 Ford F-350 dually with 460 engine \$1885; all in Ohio, call 330-418-2741 or e-mail v4vic@sbcglobal.net"