



# TRACK

THE OFFICIAL PUBLICATION OF MAHONING VALLEY REGION SCCA

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SCCA - [www.scca.com](http://www.scca.com)  
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## MVR OCTOBER CALENDAR

October 6, 2015

### NEW LOCATION

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

Meeting Time: 8:00pm

**Come early** for dinner.

Elections of 2016 Officers

## REport - Reed Kryder

September was a busy month for MVR. We hosted a Tire Rack Street Survival and co-hosted (with Steel Cities Region) the Northeast Divisional Championship event at Pittsburgh International Race Complex. The big activity in October is election of MVR officers for 2016. Make sure you are at the October 6<sup>th</sup> membership meeting. Besides voting on officers we will be discussing 2016 MVR activities.

The turnout at the TRSS was small due to a mix-up resulting in promo material not being sent on time to the parents of Salem High School. It was sent, but most people would have received it a day or two before the event. We did come up with a couple of different promo ideas for future events. It has become blatantly obvious that simply putting out the word of the event is insufficient to draw more than a dozen participants. We need face-to-face discussions with parents. One idea was to stay in contact with the Salem Fire Department. They helped at the event, were very impressed, and volunteered to help get the word out regarding future events. Another idea was to locate events such as Car Shows (new or race) located inside Malls and see if MVR could be involved. If it was a race car show we might promote MVR and TRSS. If it was a New Car Show we might find a dealer we could work with. Please check with your local Mall's regarding their schedules for the next several months. A third idea was a spin-off of the mall idea and it involved finding other community activities in which MVR could participate and promote TRSS. We are planning on another Spring TRSS in Boardman Park and have asked Salem HS about the possibility of a return.

The Pitt Race event saw many of our members participating, both as competitors and volunteers. There were some minor problems, but all-in-all things went smoothly. As I write this I do not know final numbers regarding participation levels or finances.

See you October 6<sup>th</sup> at the meeting,

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## Membership Report

We have about 155 members including dual members.

Welcome new members

Robert Heldreth  
Paul Choe  
Chung Choe  
Marty Stumperth  
Connor Stumperth  
Nicholas Mulford  
Hunter Mulford  
Lanny Ritz

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

Greg Alley  
Ray Boniface  
Sam Damiano  
Kathy Langston  
The Leatherman Family  
The Palumbo Family  
Robert Rumberg  
Chris Sclafani  
Jim Shoemaker  
Kurtis Stevens  
Jim Tibor

Happy Birthday Wishes go out to:

Jennifer Badger	10/12
Brian Bartzi	10/27
Jon Mahan	10/29
Cliff McCandless	10/9
Scott Nutter	10/24
Janet Pintaric	10/29
Lanny Ritz	10/5
Lucas Royal	10/5
Mackenzie Royal	10/10
Robert Rumberg	10/1
Susan Yarab	10/8
Sedat Yelkin	10/21

Pete Falco's membership has expired.

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## Minutes of the September Membership Meeting - Sandi Kryder

September 2015 membership meeting opened 8:00 pm by R E Reed Kryder.

The minutes were approved as printed in TRACK.

A motion to accept the Treasures Report as reported John Gingery, seconded by Tom Nutter. Motion passed.

Old Business:

Steel Cities Regional discussion.

TRSS was discussion

New Business:

Memorial Service will be held at Nelson Ledges on Sept. 13 for Denny Freeman.

A address list to be sent out to our members was discussed. It was decided that it should include e-mail address and phone number only for each member.

Nominations were opened for the 2016 slate of officers.

The following were nominated and the nominations were accepted.

RE	Reed Kryder
Asst. RE	Brad Morris
Treasurer	Sandi Kryder
Secretary	Greg Alley
2 yr. Trustee	Tom Nutter Scott Nutter
1 yr. Trustee	Chris Bell

Other business:

Bill Moore has a seat open in his tow vehicle if anyone is looking for a ride down to Daytona.

Brad Morris motioned to close the meeting. Seconded by Chris Bell. Motion passed.

A motion to adjourn was made by Brad Morris seconded Scott Nutter. Motion passed. Meeting adjourned at 9:00 pm

Respectfully submitted by Greg Alley, Secretary

### **Divisional Shootout - Brad Morris**

The end of 2014 the future of the Divisional Shootout for the Nelson Ledges Cup looked bleak. The series was tied up once again with three wins each or both Team Great Lakes and Team Northeast after a win by Team Great Lakes, but the track that had inspired the competition looked questionable at best for further event.

The decision was made to hold the shootout at the newly upgraded Pitt Race (Pittsburgh International Race Complex) while the situation at Nelson is still unstable. Many have asked why call it the Nelson Ledges Cup if it is at Pitt Race. The simple answer is the trophy being competed for is The Nelson Ledge Cup while the actual competition is named The Divisional Shootout. It is a very nice traveling trophy and a big part of the traditions of the series.

In 2014 it was a total blow out with Team Great Lakes dominating the point like never before. The points system that say so many see saw battles over a weekend just fell apart when the entire entry for the event was equal to a single race group just a few years before. Fast forward to the weekend of September 19-20 2015 and it was time for round 7 of the Divisional Shootout with Team Northeast out to reclaim their honor. Approximately 120 driver came out to try the new course layout for regional racing which was a nice turn around in numbers from recent years. Along with the Majors race held at Pitt Race back in August the word has been this layout is fun and we can hope to see even more entries in 2016 as the word spread.

The 2015 version of the Divisional Shootout was a bit different. We saw our first 20 hour race though that certainly wasn't in anyone's plans for the weekend. The racing went well Saturday until Group 6 took the track. The weather had been good all day but about a third of the way into the race for Group 6 a serious front moved into the area and the sky opened in a big way. With visibility at almost zero and Flag Station 5 in real danger of being taken out in a flash flood the race was black flagged for the day. Since the race hadn't gone half distance and the grid positions in Sundays races were the finishing order of Saturday Group 6 was sent out the first session after lunch on Sunday to complete the race. So after two day of hard racing Team Northeast prevailed and took back the Nelson Ledges Cup, now leading the series 4-3 over Team Great Lakes. The final score was Team North East 3864, Team Great Lakes 3301.

Like 2014 the final score was outside of the normal margins of victory from the past so a careful review was done. The big difference came in the two race groups where drivers who were there as part of the Pro IT Series were also running in the regional event. When they were taken out of the point structure the overall win still went to Team Northeast but by a more typical margin of less than 100 points. In the future if a group like the Pro IT cars are in the mix the qualifying procedures for which cars actually score in a given race group will be adjusted to handle this. Already looking forward to round 8 in 2016 to see if Team Great Lake can even the score again.

### **Thoughts from my 2<sup>nd</sup> first trip to PIRC - Bill Pintaric**

The weekend of September 19 and 20<sup>th</sup> was my 2<sup>nd</sup> first time at the new PIRC, (fondly remembered as Beaverun). Last time there was for the Majors in August, but we're not going there right now.

After the year the GT car was having, I was looking forward to a race that I could actually finish. No disrespect to the crew at Kryderacing, they have done everything you could do to try to keep the car running. It was just due to have some problems.....

Anything, as with most racers, I race for two primary reasons, the competition, and the interaction with the people at the track. Whether other racers, volunteers, or friends and family, people usually make the weekend worthwhile, regardless of the race results. I have always felt a kindred spirit with Steel Cities, don't know why, but it's always been there. Really like the people that I have met, so I looked forward to seeing them again. As for Mahoning Valley people, you guys are like family...

Interesting track, some people did not really like the old track, but I kind of liked it....only issue was psychologically thinking about running 30 laps in a National race. The new track definitely keeps you

awake, with little time to relax, but it can make the time go faster. From my vantage point, being short and in a low car, is that some of the corners came up unexpectedly, can't imagine how the open wheel cars handle that issue. Keeps one wake I guess.

Fortunately for me, the GTL run pretty well, had a good qualifying session on Saturday, but had to miss the Saturday race. I enjoy starting from the back. With usually so few cars in my class in Regional races, I don't get to race with many people. This time was definitely different from most races-started in the back, go thru traffic fairly easily (thanks for all those drives that I usually don't race with, appreciate the wave by) and caught up with the race leader about lap 5 or 6. He came up to me after the race and said the he didn't expect me so when he saw me he just moved over and let me by. Luckily for both of us, he wasn't a quitter, and for the next 10-11 laps we went at each other, changing positions about 2-3 times each lap. I could get him thru the corners, but he had more torque up the straights. Close clean racing, just one tap (from me to him going out of Turn 1). It was one of the most fun races I have had in a long time, even if the other car wasn't in my class.

This is really the most important reason I race-the clean competition, racing hard and clean, and at the end of the day, shake hands and have a drink together. I wish I could remember the other driver's name right now, but whatever his name is, a big "thanks and had a blast" to him and all of the other drivers.

Thanks to Mahoning Valley and Steel Cities regions for a great weekend; if my season is done, at least it went out on a high note. For all of those who make these events possible, we really can't say this enough. We drivers really do appreciate what you do to allow us to play. We hope that we can give you a good show.

See you next year



Ohio Chaplain's Notes  
August 2015  
Racing Family

By this time for many, racing family is a cliché. And yet when tragedy strikes, you see this great big family reaching out over the boundaries that sometimes divide us. At the Road America Xfinity Race, there was a moment of silence in honor of Justin Wilson who was

lost in the Indy Car race at Pocono. Though Justin had never raced in that series, he had competed at the track and it was good to see him remembered.

I was at Road America for the first time that weekend. Approaching the track from my hotel in Sheboygan, I was a little disappointed in the countryside. It was pretty plain, flat farmland. Wasn't this supposed to be America's National Park of Speed in the beautiful Kettle Moraine District of the Wisconsin Dells? But it was like magic, as soon as you entered the gate you were teleported into elevation changes, great camping spots, classic buildings and beautifully manicured grounds. And there, just off to your right, is that cheered and cursed Turn 5 you see on TV where a lot passing under braking takes place.

Chaplain for the Trans Am series was my duty. Dan Lacy, our other Road Race Ministries Chaplain, was busy with Pirelli World Challenge at Sonoma where they are famous for making that stuff out of grapes, but I got those great Wisconsin brats. One of the nice things Road America does and Watkins Glen used to do at the F1 races is allow local churches and civic groups to run the concession stands and they do it well. The race featured all three levels of Trans Am and started under very foggy conditions. It cleared as the race progressed and then ended early with some light sprinkles and cars off track. Nelson Ledges Alumni Jim McAleese got his first win overall after a fine second at Mid-Ohio. Bill Baden, another former Nelson racer, completed the podium in TA3A. Amy Ruman made it back up to sixth after a first lap spin and added some points to her championship lead. Sadly, Dave Pintaric and the Kryderacing crew had to go home unhappy when a \$1,400 alternator failed. (\$1,400?!!!!)

Once again I was welcomed warmly by the Trans Am folk. When the race was over I didn't want to leave and I greatly regret it being my last race of the season. After 3 years with his disciples, Jesus said they were no longer his servants but his friends. After serving the series 3 race weekends, I consider many in this racing family my friends. Thanks Trans Am!

Chaplain Marvin Gray  
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