

## KRYDERACING HISTORY

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1971-1974: Reed and Sandi successfully competed in local Solo events with their Datsun 240Z. Both recorded numerous wins and "Fastest Time of Day" awards. KRYDERACING was founded in the fall of 1974. Since then it has grown from a small amateur effort to a highly successful team in many forms of racing.

1974-1978: KRYDERACING modified and campaigned their Datsun 240Z in the Sports Car Club of America C-Production class. They progressed from driver's schools to the highly competitive Northeast Division National Championship Series. In 1976 KRYDERACING became a distributor for Simpson Safety Equipment. It was the start of the sales end of the company. It was during these years that we also became incorporated.

1979-1981: Following the sale of the 240Z a wide variety of classes and vehicles were evaluated for future racing. Finally, an agreement with the Datsun Competition Department resulted in the construction of a new Datsun 280ZX. The team returned to competition mid-season in 1981. Despite a late start, Reed finished second in the Southwest Division point standings and earned an invitation to the Champion Spark Plug Road Racing Classic at Road Atlanta.

1982-1986: KRYDERACING moved up to the professional ranks and competed in the IMSA GTU Series. Consistent improvements in professionalism and team efforts were evident on and off the track. In 1986 the team entered a record 12 professional events, including first time appearances at the 24 Hours of Daytona and the 12 Hours of Sebring. In 1982 KRYDERACING opened its store at Nelson Ledges Road Course. In 1983 we initiated and ran the first Kryderacing Regional Championship Series at Nelson. The series would honor successful Regional level drivers with a banquet and year-end awards. This series lasted for 32 years and ended after the 2014 racing season.

1987-1989: KRYDERACING designed and built its first complete tube-frame car. The 1987 IMSA GTU Nissan 300ZX was an immediate success and a consistent top-ten performer. KRYDERACING added a Showroom Stock GT-Class Nissan 300ZX Turbo to its stable and recorded several podium finishes over a four year span in SCCA National and Regional competition. At the start of 1989 Reed left his engineering job at Goodyear to devote his efforts full time to Kryderacing. He had served as section head in the racing division and high performance street tires following his initial years designing aircraft tires.

1990: A roller-coaster of a year. Late race incidents at the 24-Hours of Daytona and the 12-Hours of Sebring not only cost KRYDERACING what looked like podium finishes, but left the team without a car following the Sebring accident. A new GTU tube-frame car was constructed in our shop in three months

and made its debut at the Mosport IMSA event. Four additional events were run in 1990 with three top-ten finishes for the new car.

1991: A year of many firsts for KRYDERACING. We competed in 12 of the 15 IMSA Exxon Supreme GTU. We acquired the most points and prize money to date. All of our finishes were ninth or better and we finished fifth in the season championship. We were the highest placed non-factory team. With regards to factory efforts, the two Nissan factory cars dropped out of the Mosport event and our third-place finish in that race secured the deciding points to give Nissan the 1991 Manufacturers Championship.

1992-1993: Our GTU Nissan finished both years at the 24-Hours of Daytona. Frenchman Guy Kuster joined Reed for a third-place finish in the 12-Hours of Sebring. The team also finished the 1993 season in the top ten points-wise. Meanwhile we were becoming involved in other activities which would greatly influence our future. The flow of clients through the shop had been steadily increasing. While many of these clients found us because of our racing activities, an increasing number would learn of us through a newly formed relationship with TrackTime Performance Driving Schools.

1994-1996: We continued our finishing record (no DNF's) at the 24-Hours of Daytona. In 1996 we posted another top-five finish at the 12-Hours of Sebring. While Reed had run, and won, numerous 24-Hour "Longest Day of Nelson Ledges" races, it was always driving for another team. 1995 would see the first KRYDERACING entry. Our Infiniti Q45 finished second in the Prototype Class. Our rental ride programs, involvement with TrackTime schools, and maintenance of client's race cars kept the shop busy. In 1994 Reed joined car owner Russ Wilson driving a Kryderacing prepped Corvette ZR-1 in what would be the first of four appearances for the duo in the One Lap of America. In 1996 they finished third overall and took home the top independent trophy.

1997: KRYDERACING started out the year with two entries in the 24-Hours of Daytona. Our success and growth during the previous years led us to purchase one of the Nissan factory 240SX GTU race cars. Unfortunately, both vehicles had problems with their new fuel injection systems and fell just short of the qualifying cutoff. If it were not for our other clients and activities, this disaster could have put us out of business. It did force us to put our clients and their vehicles ahead of our personal racing activities. While this was frustrating at the time, it would prove to be beneficial in the years ahead. One special honor that year was being selected to manage the track day activities at the annual Lotus Owners Gathering.

1998: KRYDERACING returned to Daytona with a single entry and renewed its tradition of finishing the 24-Hour event. The impact of the previous year's disaster was still being felt, but our involvement with other racers and their vehicles was becoming more entrenched.

1999: After a quarter century of racing with sports cars, Reed became involved with a racing school as a stock car instructor. Our tube-frame Nissan 240SX would run in what would be its last professional events. Reed would also reach 100 starts in IMSA GT-style competition. Our assistance to club racers was reaching new levels. One particular July Mid-Ohio event saw two wins and three seconds from seven Kryderacing prepped entries. In September we helped Dan Minkler win the SCCA GT5 National Championship.

2000: For the first time in its history, KRYDERACING ran someone else's car at Daytona. The Chevy-Kudzu finished the race and a lot of people congratulated the crew for accomplishing the task with a car Kryderacing saw for the first time on the Wednesday proceeding the race. Reed must have been doing a good job at the racing school because he was promoted to head instructor for the stock car area. He also returned to the One Lap of America and posted a fifth place in John Bender's Kryderacing prepped Corvette ZR-1.

2001: KRYDERACING became the official Baer Brake representative to SCCA's American Sedan drivers. The program would grow slowly, but be well received. Numerous individual races and a couple of season championships were won by drivers in either Kryderacing rental vehicles or their personal race cars prepped by Kryderacing. Bill Pintaric qualified for and ran in the SCCA Run-Offs Championships in his Kryderacing prepped GT-4 Datsun 510. Reed drove a stock Corvette ZR-1 to seventh in the One Lap of America. What would become known as the WeHo Day would be held for the first time at Willow Springs in California. This one-day get-together, facilitated by Kryderacing, would continue for many years.

2002: The KRYDERACING Regional Championship was in year number twenty and was very healthy. We were still helping people in many areas of racing. Reed was very active as a driver and instructor. During one 38-day period he traveled over 20,000 miles, and drove four different vehicles on twenty different race tracks at 27 different separate events. That streak included two week-long competitions.

2003: Amongst new KRYDERACING clients were two who would remain with us for many years: Mike Olivier and David Pintaric. Reed qualified David's T-1 Corvette for the SCCA Run-Offs and had a good chance of finishing on the podium if not for a first lap incident originated by another competitor.

2004-2005: Client growth continued. During 2004, the last of three years of week-long west coast competitions ended with Russ Wilson and Reed being on the podium all three years with Russ's Kryderacing maintained Corvette ZR-1. Reed and John Bender finished second in class in the One Lap of America driving one of the first Cadillac CTS-V's to come off the assembly line. Following the 2004 1-Lap the Caddy was extensively modified with the goal of dominating competition in 2005. Unfortunately, the car was badly damaged in a crash during the winter.

2006: At the end of the year the KRYDERACING Newsletter led with the headline: "Most successful year in Kryderacing history". Our clients achieved more than 25 victories and several championships during the course of the year. At a Nelson Ledges SCCA National they won five events in a single day. While attending the Performance Racing Industry Show in Orlando during the early part of December two things happened hours apart which would greatly change the course of Kryderacing. The first was the end of the stock car instructing duties for Reed. The second was an invitation to return to professional road racing.

2007-2008: The season started with KRYDERACING supplying trackside services to Phoenix Racing's Grand Am Koni team at Daytona. We serviced two Porsches and a Neon at this race. We followed that up with providing them the same service at several Koni races in 2007 and 2008. Our club level clients exceeded 2006 levels with over thirty victories in both 2007 and 2008. Included were a NASA National Championship and a second in the SCCA Run-Offs. Kryderacing also became a dealer for HANS. Reed returned to the driver's seat as one of the drivers in a Mazda MX-5 for Longest Day 24-Hour races at Nelson Ledges.

2009: Despite the economic downturn virtually all of the KRYDERACING clients returned, however several of them reduced their schedules. They still posted thirty-three wins and many podium finishes. We built a new T-2 Mustang during the winter months which went on to record several victories. Kryderacing started selling and promoting Sunoco racing gas and Carbotech Brake Pads. At the end of the year we bought the shop property we had been renting for many years. The Ohio Technical College asked Reed to become an advisor. Reed also became Chief Instructor for Nelson Ledges Road Course and became active teaching beginners during the track's Fundays.

2010: This was the tenth anniversary of the KRYDERACING facilitated WeHo Day at Willow Springs. Russ Wilson had started the program to allow many of his friends to experience the fun of driving on a race track. It had become a significant event for many of his friends as well as Kryderacing. Total victories by clients dropped to twenty-seven, perhaps because there were fewer entries due to the still downturned economy. But some of the wins were significant. David won the STO class at SCCA's Run-Offs in a Dodge Viper built entirely in the Kryderacing shop during the previous winter.

2011-2012: Clients continued their winning ways in 2011. Included were a NASA Championship and a second in the Run-Offs. In 2012 David moved to the professional Viper ACRX Series. During the course of the year we replaced one totaled Viper with another KRYDERACING built ACRX. He also claimed a NASA Championship with the car and was a strong contender at the SCCA Run-Offs. In 2011 Kryderacing helped John Buttermore claim his first Run-Offs title. SCCA recognized Reed's "Alternate Driver's School" program which went on to assist a lot of racers to get competition licenses. Our rental car program was dropped in 2011, mainly because we had too many other activities. In 2012 Kryderacing

organized the first of two “Legendary Marques at the Ledges” events for Jonathan Goldston. As Chief Instructor for Nelson Reed held two full-day beginner programs at the track both years.

2013: KRYDERACING entered TransAm competition with both TA and a TA2 class vehicles. David Pintaric won “Rookie of the Year” in the TA class. The TA2 Camaro was very competitive but a serious crash mid-season ended its campaign. We did revive our rental car program with Spec Miata’s supplied by Dan Harding. Kryderacing maintained and supplied trackside for these rentals.

2014: After a run of thirty-two years, the KRYDERACING Regional Championship came to a close. The main reason was the failing Nelson Ledges Road Course. The TransAm program continued with the TA class and a limited TA2 program. Doug Weaver started with Kryderacing by renting one of the Miata’s. He advanced to purchasing his own F-Production a couple of years later and we helped him campaign it.

2015-2016: TransAm activities consumed much of KRYDERACING’s time, but we also continued to service many club racers. It was also during this time when a new owner took over at Nelson Ledges. While we developed a good relationship with the new owner, we also decided it might be a good time to step away from the level of our past track participation.

2017-2018: The TransAm TA car was once again joined by a TA2 vehicle. The KRYDERACING team continued to make improvements in the program and our efforts were rewarded by a victory at Daytona at the end of 2018. The same car/driver had claimed the SCCA Run-Offs GT1 crown at Indianapolis in 2017. Kryderacing had six cars in its prep-shop paddock compound at the Indy event.

2019: TransAm and club racing events continued to keep KRYDERACING busy. David’s GT1 finished on the podium at the Run-Offs. We also became involved with Goodyear doing tire testing. Following a twenty year rebuild our Nissan 240SX IMSA GTU car once again saw a race track. Reed drove successfully at SVRA’s September Watkins Glen event.