



THE



KNOCK OFF

February 2025 Issue

Official Publication of the Mohawk-Hudson Region SCCA

Awards and Good Cheer Flow at the Annual Meeting

The annual meeting and awards banquet was held January 11. Look for the full list of award recipients in an upcoming issue.

Congratulations to Greg Rickes, recipient of the MoHud Member of Excellence for 2025.

Also this month we have special contributions in the road racing department, for the Bugatti enthusiasts, and an update on the Kent engine build, and the history of the MOE/Lewis trophy.

From the Editor

Thanks to this month's contributors **Lorelei Cuomo, Paul Malecki and Greg Rickes.**

You may have noticed the Knockoff has new look for this month. I wanted to have more space available for writing and photos (even if I didn't take advantage this month it has been a pain point in the past.) The QR codes are still available at the bottom of the page. Also, I wanted to start/bring back the Knock Off logo. I have a memory of the KO having a logo in the past that resembled a wheel spinner a.k.a. "knock off" used on sports cars of the 60's but I have not found the original. If anyone has any information on this please feel free to share chipv87@gmail.com



Please take note: the February general membership meeting location is new.

See page 2.



www.mohud-scca.org



<https://www.facebook.com/groups/MoHudSCCA/>

What's Happening

- | | |
|----------------------------|---|
| Feb 5, 2025 | Mohud Monthly Membership Meeting, The Hedge Bistro @ Western Turnpike Golf Course. 6pm. Formal meeting starts at 7.
https://www.facebook.com/TheHedgeBistro |
| Feb 21-22, 2025 | NE Division SCCA Convention, Radisson Lackawanna Station, Scranton PA
https://www.motorsportreg.com/events/2025-scca-nediv-convention-radisson-lackawanna-station-northeast-division-161862 |
| Sept 1-5, 2025 | Solo National Championship – Lincoln Airpark, NE |
| Sept 29-Oct 5, 2025 | The Runoffs National Championship – Road America, Elkhart Lake, WI |

Check out the full regional calendar at:

https://calendar.google.com/calendar/embed?src=4l0pcskqj0sbmtq8scke5et658%40group.calendar.google.com&ctz=America%2FNew_York

Tales from the Track

A Love Between a Man and His Car – *By Lorelei Cuomo*

I am sure you all know men who love cars. It starts when they are young boys, fascinated with the color, make, speed, and body of cars. As they get older their fascination and attraction continues, but may change their sights on the body, speed, and make up of girls and if they like cars that is even better.

Time passes and their interests and finances seem to have other priorities for a while. Their dream of driving and owning fast cars is just a dream.

The time may come when his dream can be a reality. He finds Skip Barber Racing School.

Beware ladies your man is about to find a replacement for you. Don't worry, be patient, let him go. In the long run it will be the best thing for both of you.

These are the things to look for:

He begins to attend more classes to learn more about car racing,

He realizes the only way to get more practice is to purchase your own race car.

He gets a racing license,

Focuses more on physical fitness, even regular massages,

Purchases, suit, shoes, helmet, cold suit, gloves, the list goes on to be prepared for race days.

Finds races on TV to watch to gain skills

Gets a simulator to practice on the tracks at home.



Drools every time he sees his car.

Sits in the car and feels the love

Fits perfectly in the seat.

Misses the car when not together.

Finds a new and great group of people with the same interest that become family.

Has a purpose, feels young, feels alive,

Isn't that what you want for your man,

Is it an addiction? Absolutely. One I would gladly welcome in comparison to drugs, alcohol, and other women.

So, if your guy is in love with a car, join in and learn all you can, it is quite fascinating and can bring you to places you would have never been.

The Collector's Shelf: The Bugatti Experience

By Paul Malecki

Bugatti: The Thoroughbred of Automobiles



Le Pur Sang. Rolling sculpture. Art Deco on wheels. LeMans its playground.

Being in the presence of a Bugatti at rest or in motion is an experience to be savored and remembered. Back in October a few MoHuders working the Street Survival program were able to savor such an experience as a Bugatti Type 43 was rolled out of trailer in the SAM parking lot, fired up, and then driven down the Avenue of the Pines, barking, spitting and showing off on its way to some imagined Grand Prix.

The best known Bugattis are the Type 35 variants – everyone's idea of a 1920s race car – and the Type 57s. The more common Type 57s being stylish coupes such as the one currently on display at SAM. The rarer Type 57s are those handful of Atlantic coupes which have no peers in automotive design.

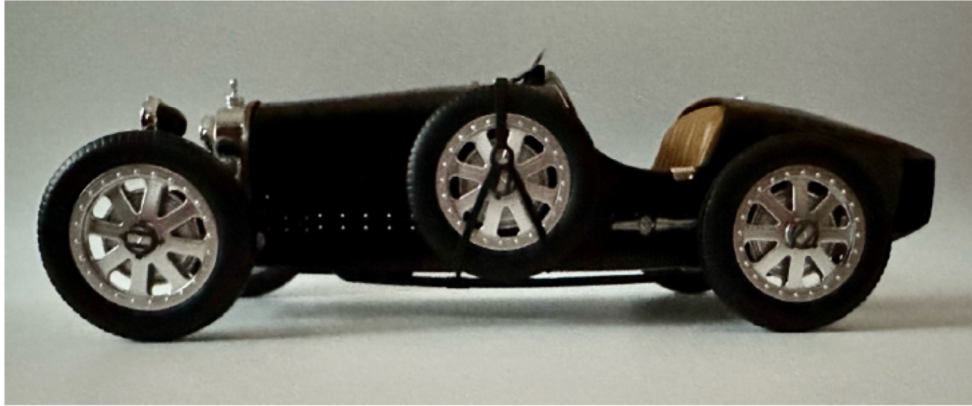
If you'd like to add a Type 35 to your garage, several are going to the Ameila Island auctions a few weeks from now. Your credit card should be pumped up to a limit in the 1\$ to 7\$ million range.

Or, you can sample the joys of such ownership by having a miniature Bugatti on your desk or bookshelf. Start with a Lesney Type 35 in 1/46 scale (3 inches long). Thirty bucks or so on eBay will get you one with the patina of originality.



Bugattis on Your Bookshelf

Want **more** than a Lesney Type 35? How about a Norev Type 35 in 1/12 scale (13 inches long)? Internet offerings in the \$150 - \$200 range, depending on shipping and taxes.



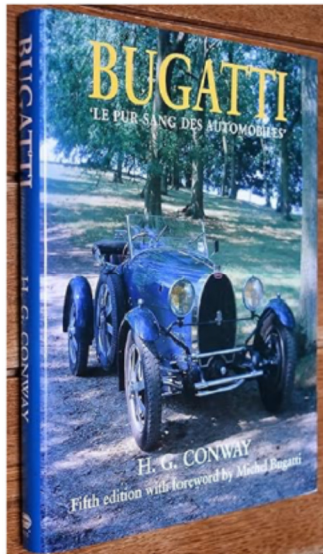
On a **smaller scale**, Type 57SC Atlantics have been made by Autoart, Solido, and at least three other vendors in 1/43 (4 ½ inches long). Prices for the better-detailed versions range from about \$75 to more than \$325. Depends on how serious you are about collecting and future value.



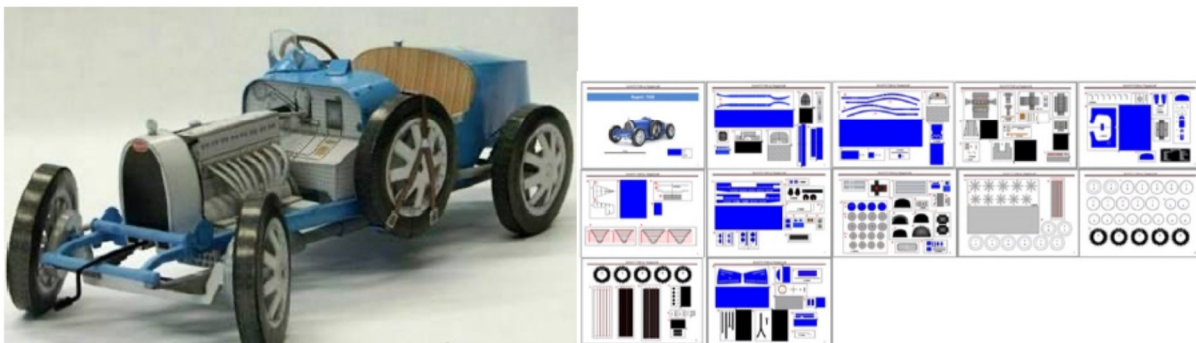
The Bugatti Collector Car Bug – there is no vaccine

If you are bitten by the Bugatti bug, you should get a hold of the bible: “Bugatti Le Pur Sang: Le Pur-Sang Des Automobiles” by H.G. Conway. The latest, Fifth Edition (1997), will run about \$100 in “very good” condition from various used-book sources. Then, maybe find a pristine copy of Mullin Museum’s out-of-print “The Art of Bugatti.” Not cheap, but if you have these two, there’s no need for any other.

And, for those heavily addicted, one can get a daily dose of Bugatti-specific Naltrexone by visiting BUG’art on Facebook.



PS: For a different kind of collection, there is the hobby of constructing paper models. An eBay vendor (11 vasa70) will sell you a PDF (about \$6) that you can take to your nearest FedEx or Staples printshop to create a project sheet in the size and stock you desire. Or, for a starter project, you can look for a freebie copy of Car and Driver’s version of a latter-day (VW) Veyron.



...PaulM.

The DIYer- Kent Build Thread

By Chip VanSlyke

Step one was to measure the block, as found. Specifically, the bores and deck height. This being a new block, those dimensions come unfinished from Ford Performance. Measuring bores to the tenth of a mil requires a bore gage. If you are planning to do engine work yourself it pays to get a set of micrometers and bore gages. There's plenty of good machine shops out there but everyone makes mistakes. Also you may not know if they gave your block to the new guy so it doesn't hurt to check their work.

Then it was off to the machine shop. I chose Hunt's Machine in Schenectady. They specialize in racing engines and are super convenient for me. Be sure to tell them what you want in writing. In this case, they made a photocopy of my notes. Ford leaves the bores unfinished because builders have different preferences with respect to bore clearance. And the deck height will influence the compression ratio so Ford leaves that to the builders as well.

But since I'm the builder here I need to come up with that info myself. Luckily, I have help from Jake Lamont who wrote a book on building Ford Kent FF engines in the '80s that is still mostly relevant. He says bore clearance should be 3 to 4 mils. So I chose right down the middle at 3.5 mils. This value is backed up by a data sheet I got with some CP pistons years ago. Note that this is a little higher than you might specify for a street motor which can be as low as 2 mils. Also, note these clearances scale with bore size so they may sound small to the V-8 crowd.

Deck height was a little trickier. Deck height determines piston depression which is one part of an equation that also includes bore, stroke, piston dish volume, head chamber volume, and compressed head gasket thickness. I calculated a number that would leave .002 extra stock in case of future rework. But I also did a sanity check.

A few weeks later and the block was ready. I brought it home and checked the bores and deck height. Deck height is a little tricky to measure. (even trickier on a V-type engine if you have one). On the L-4 you need to measure from the main bearing centerline to the deck. Since I didn't want to buy a caliper just to take this one measurement, I used a 4 inch parallel to extend the range of my caliper. A gage pin for a micrometer would work as well and should be used to "calibrate" the caliper.

A word of caution since we all live in the frozen north. Be wary of taking these measurements in a cold garage. While one might reason that the block and tools all expand and contract at the same rate, that would be incorrect. Most measuring tools are made of stainless steel which has a significantly higher coefficient of thermal expansion than carbon steel or cast iron. Furthermore, cast iron is also slightly different from carbon steel, compounding the error for cast components.





Make sure to fully warm the block and tools to room temperature before measuring. Due to its high thermal mass, the safe approach is to give the block a full day to warm up if it was in a freezing garage.

Next month: gapping piston rings and I should have the old motor out by then.

MoHud History: The Member of Excellence

By Greg Rickes

It is a great honor for me to be the recipient of the 2024 "Member of Excellence" award.



I hope you will enjoy a little bit of Mohawk-Hudson Region history.

Originally called The Lewis Trophy, donated by Bill Lewis, it was first presented at the (December) 1957 annual MoHud awards dinner. Ironically Bill Lewis was not present for the occasion, he was off in the Caribbean enjoying Nassau Speed Week in the Bahamas.



Photo by Vern Davis

OH HAPPY TROPHY WINNERS- Left to Right: Ross Christie, 2nd place; Al Giguere, 2nd place; Bill Hoover, 1st place; John Trach, 2nd place. Bill Davis, 3rd place winners was not present. Bill Hoover looks mighty happy as he holds the clubs trophy and the coveted Lewis Trophy.

The original criteria was based on participation in regional events as both a competitor and volunteer. The first recipient was Bill Hoover.

Over time the process to determine a recipient has evolved; nominations may be submitted by members, with the MoHud Board of Directors making the final decision.

When the Saratoga Auto Museum opened in (2000?) a plaque was commissioned to recognize all (or as many as could be found) of the winners of the Lewis Trophy. The plaque was on display in the Racing Across New York gallery for many years.

Around 2018 the award was re-named the Lewis/McClumpha trophy to recognize the many contributions of the McClumpha family since the founding of the region, and especially Dave McClumpha, who passed away in 2010, just months short of his 50th anniversary as a member.

In an effort to make the award more recognizable and meaningful those both in and out of the club the award was renamed "Member of Excellence" in 2019.

This award remains our region's most prestigious award. It recognizes a member of the region who has contributed greatly in time and effort to our region and to our sport.



I'm humbled to join the ranks of individuals who have achieved great accomplishments as competitors and dedicated and skilled volunteers. My association with MoHud extends back to the late 1960s and I have had the privilege to know, and work personally, with almost all the prior recipients. They are, in the best sense, the great and the good.

I come from a family that is small and widely dispersed, so even more than this formal recognition, the social connections I've made with my fellow SCCA members hold a high and lasting value in my life.

It truly comes from the heart when I say "Thank You".

Greg Rickes

Membership Report

By Jim Garry

On January 20th, 2025 Mohawk Hudson Region membership stood at 314. Our membership level has been essentially flat since the pandemic. While we keep adding about 40 to 50 members per year, we lose approximately an equal amount during the same period.

New Members since December

Michael Gabryszewski, Staatsbug, NY. Michael joined on 1/2/25.

Christopher Tu, Albany NY

Welcome!

Returning Members since December

Bill Dosch, Niskayuna, NY. Bill originally joined in 2012, has been away for about four years and rejoined in late December. He lists his Primary Interests as RallyX, Road Rally, and Solo. Welcome back Bill!

Significant Anniversaries in January and February

Five Years

Bradford Beal

Fifteen Years

Jon Skalwold

Thirty Years

Bob Smart

Diane Gurdak

Below is some membership information that may be of interest. It was put together for the January 11th Mohawk Hudson Region Annual Banquet and Business Meeting for which our Bylaws require the Membership Chair to make a report.

Membership on 1/1/24 exactly equaled membership on 1/1/25.

Forty-eight members decided not to renew during 2024. Here's a look at how many years they had spent in the club:

Did not renew after 1 year: 16 members

After 2-3 yrs: 7

After 4-6 yrs: 7

After 9-15 yrs: 11

After 23-28 yrs: 3, often those re-enroll months later

4 left the region but not SCCA. They either moved to another part of the country or discovered they resided in a different region and so switched their official Region to match their geography.

More interesting tidbits:

Our oldest member is 88 years old

Our youngest is 3½

Longest active member is Skip Barber, joined on 8/1/58 former F1 driver and creator of the Skip Barber Racing School.

Members joining per decade:

1950s: 1

1960s: 4

1970s: 15

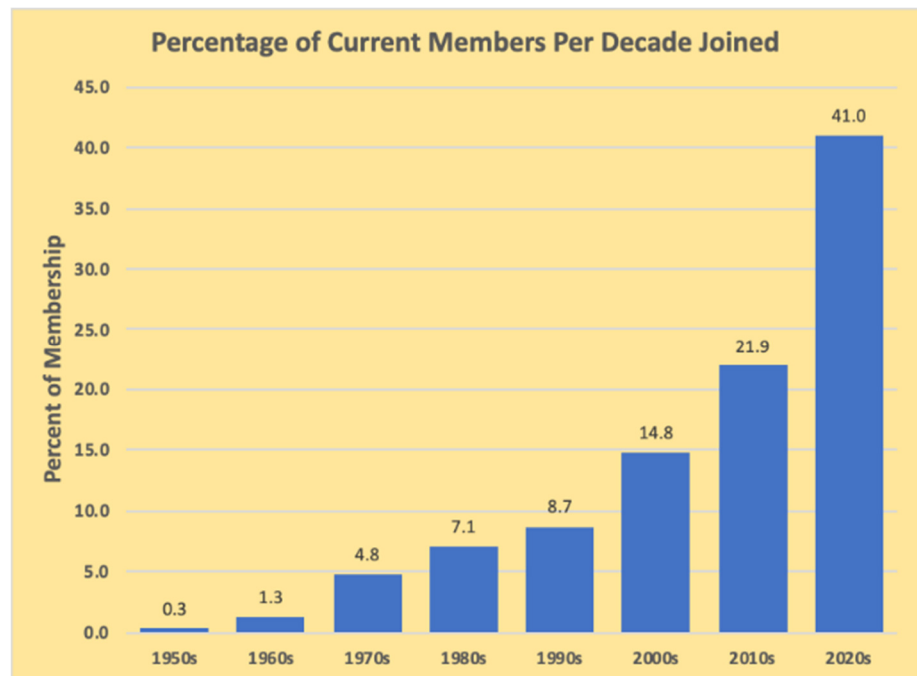
1980s: 22

1990s: 27

2000s: 46

2010s: 68

2020s, so far: 127

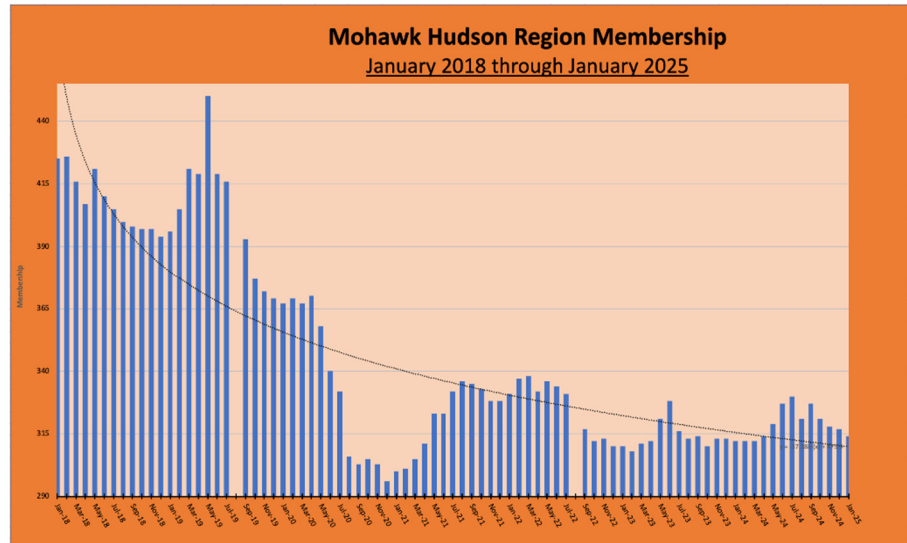


Finally, keeping in mind that we're currently at 314 members, looking back a few years we can see that our membership count has been healthier:

Jan 2020 = 367

Jan 2019 - 396

Jan 2018 - 425, 111 more
than we have now





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Director

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Autocross (Solo) Advisory Committee

Russ Burckhard

Tire Rack Street Survival Program

Your Help Needed – contact Sal to volunteer!

Track Events (Track Night and Time Trials)

Sal Baisley

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