



THE



KNOCK OFF

March 2025 Issue

Official Publication of the Mohawk-Hudson Region SCCA

The Report *-by Sal Baisley*

Back in 2019 my only experience with motorsports was isolated to Autocross, at that point running karts while they were peaking in the region with the junior kart program still running. During the winter there isn't much going on for autocrosses in upstate NY, so when Adam Wright (a familiar name in taking first steps in the other facets of motorsports I have gotten into) was invited to attend an ice racing event at Warner's Lake by Caleb Pocock he mentioned that I should bring my Mustang out to participate in their 20 for 20. For just \$20 anyone with winter tires and a helmet could go out for 20 minutes of running the course in whatever street car they brought, just enough of a taste for you to want more. An important part of the backstory of my experience with frozen lakes, just a few years prior my mom was cross country skiing and her boyfriend went through the ice with her camera equipment so there has been a fairly high amount of respect in the family for being out on lakes.

When I got there I parked up at the Maple on the Lake, far from the ice as I didn't trust my 3,700 lb pig of a "sports car" to sit on the ice. I was blown away to see full sized trucks parked on the ice with trailers



and cars loaded on them. If you have never stood on a frozen lake as the ice expands and contracts there is lots of noise that reverberates through the entire surface. The variety of cars there additionally blew my mind, the expected WRXs and Evos that were ready for the ice with AWD were there, but there were also old school SAABs, custom built racers, a 911 gt3, and dirt modified cars.



There were actually 3 courses setup on the lake, the one that AMEC was using for racing, a small oval where kids were learning how to ride ATVs, and a larger oval where a BMW motorcycle dealership had about half a dozen bikes. In addition to all of that activity there were numerous snowmobiles traveling along the lake. I was overloaded with everything going on, then when the racing started my mind was blown at how close the cars were able to race. The largest subscribed class at the event were 2 and 4 wheel drive street legal classes, which no contact is allowed. Even with extremely close racing the whole day I believe I only witnessed a single incident of light contact the whole day. Looking back at the AMEC group later after the event I saw that one of the Sprint cars uploaded their data from the event and was reaching speeds just under 100 mph.

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www.mohud-scca.org



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

From the Editor

The March issue. It feels good to be able to say that because it means March is near. And even though March is usually a disappointment of a month, the January and February we've had this year will make us appreciate whatever March can give us. At a minimum more daylight.

Things are starting to get exciting for those of us with big off-season projects. With the North-Country Subaru tech party coming up quick on April 5th this year I'd like get the car back together by then if not running. If you don't have an off-season project, you can have fun planning and dreaming of warm weather.

The NEDIV schedule is published:

https://www.nediv.com/index.php?option=com_content&view=article&id=174&Itemid=551

Lime Rock has posted a Test and Tune day for April 22nd.

<https://www.motorsportreg.com/events/test-tune-1pm-to-6pm-preregistration-lime-rock-park-682165>

The regional Solo program once again gives us 4 events at the height of summer. Check it out on page 7.

Thanks this month to Paul Malecki for more collector shelf contributions, Sal for extensive coverage of the Warner's Lake ice races, and Jim Garry for some detailed write-ups of some of our members anniversaries. And look for an update on the Ford Kent engine build project.

What's Happening

- March 5, 2025** **Monthly Membership Meeting at The Hedge Bistro @ Western Turnpike Golf Course 2350 Western Ave Guilderland. Gather at 6pm, Meeting at 7pm**
- March 23, 2025** **NER Flagging School. Thompson Speedway, Thompson CT.**
<https://www.motorsportreg.com/events/ner-f-c-fire-rescue-school-thompson-speedway-motorsports-park-scca-new-956474>
- April 5, 2025** **Annual Tech Party. North Country Subaru, 616 Quaker Road, Queensbury NY Time- TBA. <https://maps.app.goo.gl/N9wAuEj9pZGuLZwg6>**
- April 26, 2025** **Annual Tech Party, South. Jim Glass Corvette. 532 Flatbush Road, Rt 32N, Kingston, NY 12401**
- 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

The DIYer- Kent Build Thread

-By Chip VanSlyke

This month I continued working on the block and, since most of the parts will be coming from the current motor, most all I can get done without removing the old motor. This includes painting the block and gapping the piston rings.

The color I chose was a classic Ford Blue. The current motor is black, as was customary for the original builder, Farley, but I wanted to distinguish the new block from the current motor and I really wanted to go with something that had a vintage look. My brief internet search would indicate this was the original color when used in the Ford Cortina.

A lot of builders like black because of the theoretical advantage the color has in radiational cooling. But the reality is if you aren't using a flat black the advantage is minimal. (and there's no way I'm going with flat black- blechhh)

The product chosen was an offering made by Eastwood they call 2K Aerospray. This a two-part, room temperature curing material. It's about twice the cost of traditional engine paints at \$38 per can. But for an engine you only need one can so the added cost is minimal. It works by having a plunger you press to break a membrane inside the can, allowing the two components to mix. Being a two-part material makes it virtually indestructible to solvents.



One downside is the need to apply all the product within 48 hours of mixing. Not an issue for this project but I will not be able to use this can for touch-up in the future. Application was easy and I will have to say I was very pleased with the result. It dried fairly quickly, being non-tacky a couple hours later. And I was very pleased with the deep, rich, gloss-blue coating.

Note of caution: like last month's article, be wary of applying in a cold garage. I fashioned an engine block heater using a cardboard box and an incandescent light bulb. After about 2 hours in this heater the block got up to around 60 degrees. I kept the paint in the house until ready to use, and of course tried to keep the garage

over 50 degrees during application. I also put the heater back over the block for a few hours after application to make sure it was fully cured.

The next project was gapping the rings. Gapping is used by builders to minimize the end gap of the compression rings and improve cylinder sealing on race motors. Stock rings have an over-sized end gap in order to cover a range of cylinder diameters and work for mass-produced motors. Racing rings are over-sized and need to be filed at the ends, custom-fitting them to the actual size of the cylinder and minimizing the leakage past the end gap. Racing rings also have less spring-force to minimize friction loss at high RPM.



For this task I needed a gap filing tool and feeler gages. You can use hand files but the gapping tool keeps the ends of the rings square and parallel and it's much faster than hand filing. The rings were no cost since I had a new set of Sealed Power rings purchased many years ago for my 5-over motor but were incorrectly sized for a standard bore, which my new block has.

It's a bit tedious. Insert the ring and measure the end gap with a feeler gage. In this case 10-12 mil for the top ring and 13-15 mil for the 2nd ring; then over to the filer for some grinding; then back in the cylinder to check. Patience pays off in this process because it's really easy to grind too much. In this case, I may have gone over by a mil on two or three rings but I'm not going to throw them out for a mil. Racing rings should come with a recommendation for the

end gap (application dependant) otherwise consult the ring manufacturer's website or the engine forum you trust most.

A note of caution: If you are using an existing bore that has not been bored out, make sure to fit the rings in the cylinder below the highest position of the top ring in operation. The cylinder wall above that can be significantly smaller then the worn surface below that.

In this case the cylinders are new and I can fit the rings at the top. But in a couple years when I treat the bore to a refresh with a light hone and new rings, I will need to fit the rings lower.

Keep track of which cylinder they go with. The best way to do this is to install them right away (assuming you have numbered the pistons). Ring-spreading pliers make this task a lot easier. (wish I bought them sooner).



Next Month: The old motor comes out.

The Collector's Shelf...

Think Small!



The shelf-car collector's market is overrun with 1/12th and 1/18th scale offerings. Fine if you only want one or two for display, have a trophy case that is sparsely filled, or a room full of bookshelves (a *library* in the old days).

A 1/12 model will be close to 20 inches long. A 1/18 model about 9 ½ inches long.

How about something smaller? HotWheels and Matchbox cars are 1/64 and 1/66, about 2 ½ inches long, so a lot of them can fit on a single shelf.



New HotWheels and Matchbox cars are inexpensive and widely available, so they are not only fun to play with, but a great way to start collecting. Looking for older or rarer models encourages the "hunting" aspect of collecting, with collectors adopting strategies such looking through E-bay, going to garage sales, or keeping an eye out for flea markets when traveling. Try < matteltoyzone.us > ...

But is that it? What if you want something a bit more exotic than HotWheels and Matchbox offerings?

Oh yes! A whole world of cool cars...

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The Collector's Shelf... A Whole World of 1/64 cars

While 1/64 offerings are not as extensive as in some other scales, there is a world of selections out there. Most tend to be models of new cars, although some classics can be found. A recent trend has been WEC and Formula 1 cars.



Porsche 356 by Schoco (\$17.95); Porsche 997 by Pop Race (\$16.99); Corvette C7 Z06 by Auto World (8.99); Aston Martin GT3 by Pop Race (\$17.99; IMSA BMW Hypercar by Mini GT (\$16.99); Red Bull RB19 by Spark (\$27.99) – sample online prices.

So where to buy these desirables? First stop is to go to < www.diecastmodelswholesale.com >; sign up for their almost-daily email newsletter and pick up bargains from their large stock. Search the 'net for the makers listed above, and search for "1/64 diecast" for all sorts of sources – many of them reliable.

If you are travelling, you'll have to go to California or Texas for Mattel factory stores. Nothing special if Winter finds you in Florida, although Ridemarkerz in Orlando will entertain kids who want to build their own 1/18 scale cars without the fussiness of traditional model car kits (Google them). Closer to the land of MoHud, drive out to Diecast Cars in Palmyra (T-way Exit 43, then 8 miles North).

Right under our noses, Legacy Diecast, advertising itself as located at 16 Walker Way in Rensselaer – a warehouse – offers quite a variety of 1/64 models online. Many listed as "coming soon" or on "backorder." A 1924 Hispano Suiza H6C, with the famous Tulipwood body, at \$49.95 looks intriguing.



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Solo Report

Solo Schedule 2025

All events at: 550 Enterprise Dr, Kingston NY

Points Events:

1. July 13
2. July 27
3. August 10
4. August 24



For event details go to: <https://www.mohud-scca.org/solo/schedule-results/>

REport, continued from page 1

After a few heats it was time for the 20 for 20 to run. Here is where one of the 2 rules was a bit stretched. I had winter tires on the car but they were high performance snows that had been used for 2 seasons meaning that they were effectively all seasons. I believe that Adam and I were somewhere like the 2nd or 3rd cars to line up and thought this won't be too bad. Running only autocrosses I had never really shared a course with another car, let alone my mustang on ice. As we are sitting in line I continue seeing more vehicles pull up behind us for the session causing stress levels to rise. As we go out I spend about 75% of my time looking in the rearview mirror, as without a shadow of a doubt I am the slowest car out on the ice. I pretty much left the car in 4th gear as I putted around using my big toe on the throttle. Every single other car was blowing by me, but I was having a blast. One thing that I didn't expect was how rough the surface of the ice becomes from the large studded racers, to the point that Adam ended up having a sway bar fail from the bumps. I decided that I absolutely wanted to get back out, just never again in the mustang which would go on to be abused in any other form of motorsports I could force it into.

After purchasing my first miata one of the first things I purchased was a set of snow tires with the goal of ice racing. Unfortunately due to climate change AMEC did not run in 2020 or 2021, there was racing in 2022 back at Warner's but that was the year I was rebuilding the Time Trial car after wrecking the first



Miata. In the meantime I had become familiar with Dave Burnham who is known for running his winged maroon Maserati BiTurbo. That year I had the opportunity to co-drive his mid engine Maserati V6 powered ice racer at a Mohud autocross and had an absolute blast. I talked with him a few times while we were at events about ice racing, still hoping that we would be able to get out again. At the end of 2022 I ended up moving out to Delason (west of Albany middle of nowhere) and happened to realize that Dave was over here from an event he had earlier in the year

at his house. While looking up the local grocery store I noticed that he was only about 2 minutes away and was on my way so I stopped by to get a tour. I borrowed a tire to see if it would work with the spec Miata I had but unfortunately it was too big. It ended up not mattering as in both 2023 and 2024 there would be no racing.

Coming to the end of 2024 I now had my c-spec focus built and with the stock suspension still on the car it would be an appropriate vehicle for use on the ice. Both the car that turned into the racecar and the parts car came on winter tires as well. I reached back out to Dave to see if any of the tires that he had would be usable on the focus but unfortunately, they once again appeared too large to use on the car. I also started coming along to pick his brain on ice racing and provide company when going to check the ice for racing in the area. Floated the idea of borrowing his mid-engine ice racer if he was planning on using the car that he originally built in the mid 80s. He agreed and I ended up swapping over the parts to prepare it for ice racing the following weekend. Unfortunately, we were not seeing the 12 inches of black ice that is required for safe ice racing when checking lakes within around 90 minutes of Albany. To get a chance to test the cars we decided to travel around 3 hours each way to Jaffery in south New Hampshire to run their oval



track to shake down the cars and for me to get seat time. Unfortunately we weren't able to make it the day of the Super Bowl due to weather but we were able to make it out on February 15th.

The excitement started the day before when prior to loading up the car I was putting around Dave's driveway to get familiar with the car and the car shut off. After pulling out the car that Dave would be using to have a place to work and around an hour of trying to run diagnosis the car suddenly came to life, chocking it up to an issue with the car never being used for low load driving (an EFI Maserati v6 from the 80s in a tube chassis isn't exactly the simplest vehicle to diagnose). The next day we departed at 6:30AM to make the trip without much excitement. In total around 20 cars showed up for the event, a mix of ex-modified chassis and standard 4/6 cylinder cars. We were unable to start the cars until noon so we prepared everything else that we could in the meantime. During the drivers meeting it was decided that Dave and I would run by ourselves which did make me feel good about getting a feel for the car. With about 10 minutes to noon Dave goes to start his car without success, even with a jumper applied. Diagnosing later the 50-year-old starter had decided that after allowing the car to be loaded on the trailer that it had nothing else left in it. As it was now just myself, I decided to go out in the practice with the mods to not waste other people's time.



Entering onto the ice I had only gone about 10 mph with the studded tires on the car, far from the racing speed we would hit on the quarter mile oval. I started out fairly timid, gauging how much grip the car had overall. About 3 laps in, when I started to get comfortable, I had a 3 car pile-up right in front of me, which was avoided thankfully. Afterwards, I was able to push the car a bit more. Coming from road racing I have never been on an oval outside of iRacing so this was all new to me. Dave uses a large offset wing on the



car like a winged sprint car, I was under the impression that it worked the same as an endplate on a wing works by controlling the flow of air. Ultimately once the car is going sideways the air is hitting the side of the wing pushing it back and preventing it from spinning, and it does a fantastic job. That paired with the specialty diff that is used in the car allows for throwing the car hard into the turn and it perfectly sticks. The next heat race I went out was going just a bit quicker but did ultimately drop back to last due to being pelted with ice. The cars that were properly built for racing there have aggressive chains and windshields to prevent being pelted with the

quarter inch hail pieces that come off the tires. Dave's car on the other hand is open, the only protection being my face shield so in the interest of self-preservation I gave my distance. At one point I was so blinded I almost went off the track on the front straight, only turning as I saw the cone marking the start. As I prepare to go out for the second heat, I find that the car won't start, when getting in I must have kicked the ignition switch causing it to fail. By the time the 6-lap heat was done we just finished replacing it.

After an intermission for the spectators to view the cars, we are onto the feature race. Due to my stellar performance of last and not starting I am the 7th starter of 7. On the start I sit back a bit as I am still not feeling confident in my driving and in the first turn a car goes off on the inside leading to a yellow flag. Once we restart I am still in last with 6 cars running now. I am able to get a position or 2 forward when another incident occurs, causing another car to retire with suspension damage. I realize as we are sitting

for the red flag that I am up to 3rd, a podium position. The flagger comes up to me while waiting and tells me I can catch the guy in 2nd if I can get around him quickly. On the start I decide to stick the closest to pole I have followed someone yet and get alongside 2nd through the first half. As mentioned earlier the wing provides a fantastic amount of help when throwing the car sideways, I decided to go full speed on the inside and it holds perfectly throwing me into 2nd. I continue pushing the car as much as I can, but there is no chance to reach the car running first with the amount of sleet that is hitting my face. I end up realizing the car behind me is about half a track behind and let off to ensure I make it back without any more excitement. I came out of the car with the biggest smile and received by far the largest trophy that I have ever received. We loaded up the cars and made the trip back home in the snow, which due to only being able to travel about 50 mph on the highway, takes around 4.5 hours and was honestly way scarier than racing on ice.

I want to greatly thank Dave for the opportunity to use his car once this season, hopefully in March there are some opportunities up North closer to Canada, but unfortunately it appears that the ice isn't up to the standard needed on the local lakes for racing. As temperatures rise it isn't guaranteed that we will ever have another ice racing season in upstate NY so if you can get out to an event this winter I would highly recommend it. Overall there are no guarantees that any part of motorsports will be here in the future, so why not try and make it out while we still can. If you are interested in road racing in the SCCA there will be an F&C Fire Rescue school March 23rd to become familiar with what flaggers are doing. Locally on May 5th at North Country Subaru we will be holding our annual tech party where all are welcome to attend and see some of the cool cars that we have in the region. If you are looking to go all in and get the full experience there will be another NER Trackside experience May 24th at NHMS where you can see all of the workers that put in work to make racing happen. If driving is more your thing, the April 11th drivers school at Thompson is one of the best options to get a full competition license if you or a friend has an SCCA legal racecar. We will again be holding 4 autocrosses this year, 2 each in both July and August and as always will need helpers for our Spring TRSS on April 27th. If you have interest in or any questions about any of these events please reach out and hope to see you at our March monthly meeting on the 5th at the Hedge Bistro.



Membership Report

-By Jim Garry

Our membership count on February 23rd was 319. This is a minor increase from previous months.

New Members in 2025

Michael Gabryszewski, Staatsburg

Christopher Tu, Albany

Richard Ottman, Bridgeport

Robert VanSice, Pittsford

Alexander Jess, Malone

Welcome all! We hope to see you at a Membership Meeting or an event soon.

Significant Anniversaries for March 2025

Max LuxRamos - Five Years

Max came to MoHud in 2019 as a teenager on a Weekend Membership driving an old Miata at one of our autocross events at the Tech City site in Kingston. He was enthusiastic and dedicated to improvement all the while enjoying himself tremendously. He autocrossed with us and with other regions often. He began doing track days a year or so later, flagged at a Time Trial at least once, and in 2023 he obtained his Road Racing Novice Permit. In 2024 he upgraded to a full license and entered an astounding 15 road races competing in B-Spec. Sounds more like an autocross schedule with that many events. We wish young Max the best as he continues to pursue experience, expertise, and enjoyment in SCCA.



Tom Campbell - Fifty Years

Tom has had a lot of fun and accomplished a great deal during his half century with the club. Tom and Carol started the sports car adventure with gymkhanas and autocross in the early '70s, with a Pinto we believe. In the mid 1970s Tom attended a pair of SCCA drivers schools with a Sunbeam Alpine, then got serious about his racing with MGs, first a Midget, then an MGB.



Tom at Watkins Glen in 1978

Following those experiences he stepped up to V8 powered cars in the 1980s with a variety of GT1 Chevys (Corvette and Camaro). He qualified for the SCCA National Championship RunOffs several times.

When the cost of racing the GT1 got to be over-burdening he realized there should be other options and through his role in SCCA leadership helped to launch Spec Miata. After some time in SM he and his brother Charlie were looking for more latitude in car development and switched their focus to F Production. Tom raced several FP Miatas before turning his attention to the preparation and development side

while Charlie focused on the driving. They were front-runners in FP at the RunOffs on numerous occasions.

In 2021 Tom was inducted into the SCCA Hall of Fame. His biography from that page is copied below:

Tom Campbell has served the Sports Car Club of America in a variety of capacities at the Regional, Divisional and National level, for both SCCA Inc and SCCA Pro Racing. Campbell is a longtime member of the Mohawk Hudson Region SCCA, beginning as a competition driver and as an engineer by training has built and maintained a number championship caliber race cars. Campbell served two terms on the SCCA Board of Directors, including as Treasurer and Chairman. At the Regional and Divisional level, he was Chairman of the Northeast Division. He served as SCCA Pro Racing Chairman of the Board before becoming President/CEO of the subsidiary and leading it through a period of financial stability. Campbell oversaw the first set of Spec Miata rules for inclusion in the GCR and was instrumental in the move of the SCCA archives to its current home at the International Motor Racing Research Center in Watkins Glen, New York. <https://www.scca.com/pages/tom-campbell>

MINUTES OF THE MEETING

Monthly Membership Meeting

Wednesday, 2/05/2025

Meeting was held on Zoom due to bad weather and last-minute restaurant cancellation.

Meeting was called to order at 7:00 PM.

Membership Report - Jim Garry

a. As of February 5th, total membership was 317, up 4 from last month

Knockoff - Chip VanSlyke

a. Chip was not present during the Zoom meeting

b. Reminder that any article submissions for the Knockoff must be submitted by the 20th of the month

c. Chip is looking for any pictures or videos from the Annual Banquet

Treasurer's Report - Pat Clair

a. As of December, account balance was \$32,386.00

b. As of 2/05/2025, account balance was \$29,554.59

c. Major purchases from the past few months were the Annual Banquet, club awards, and new Solo cones

Solo - Sal Baisley (in place of Russ Burkhart)

a. The hunt for new sites is still ongoing

b. The new cones have been purchased

TRSS - Sal Baisley

a. The donation made by North Country Subaru for last year's October TRSS needed clarification

b. After talking with the Lendrums, the club has made the decision that the funds will be split evenly between all parties involved

c. The dates for TRSS are 4/27/2025 and 10/18/2025 (same weekend as the Championship Weekend for NER)

Rally - Ken Relation

a. The Mohawk Towpath Society is interested in holding a spring rally similar to the one they held in the past and was looking to the club for help

b. The club has declined this request due to reservations made by both the club and the SCCA

c. The spring rally will be held on 4/13/2025 (more info to follow)

Track - Sal Baisely

- a. The club is not going to hold an event in May due to conflicts with other clubs' events
- b. Track Nights dates have been posted and will be added to the MOHUD calendar
- c. All local Time Trial dates have been posted on the calendar

Road Racing - Sal Baisley, Rich Welty, Vince Gentile

- a. The Tech Party at North Country Subaru will be held on 4/05/2025
- b. The Tech Party at Jim Glass Corvette will be held on 4/26/2025
- c. Due to lack of participation in the past, Bob Karl will not be holding a Tech Party this year
- d. Rich has requested a new set of logbook stamps and roll cage punches be purchased for the upcoming season

Old Business

- a. Treasurer is looking for help with a financial audit in the spring or summer

New Business

- a. Paul Malecki proposed the idea of having a motorsports-related swap meet with NER during the Paddock Crawl (June 13-14 at Lime Rock)

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