



# THE KNOCK OFF

March 2024 Issue

MOHUD ON  
FACEBOOK



MOHUD ON THE WEB



## THE REPORT

It is that time of the season where the cars are being re-built and readied for the season ahead and we start laying out our schedule for the year. At this point there are already over 70 events on the Mohud calendar that are all within a day's drive of our region. Whether you are interested in driving on track, participating at an autocross, or watching some professional racing at Lime Rock we have it all. Of particular interest to me are the Track Nights in America at Lime Rock, Palmer, and the one day at NHMS, as I will be coaching at all of them. So if you have any questions about TNiA feel free to reach out. We will hopefully have our autocross events at Tech City in Kingston scheduled soon, and once they are I guarantee that they will be on our calendar. Additionally, our Time Trial board has been in discussion with Patroon BMWCCA to host a shared HPDE and Time Trial at Palmer. Hopefully this event will be finalized soon but for now the tentative date of the event is Saturday June 29th.

Looking a bit earlier in the season, our neighbors in NER will be hosting a F&C Fire Rescue school March 24th at Thompson. This can be helpful regardless of what form of motorsport you are interested in, as I have seen fires not just at the racetrack. Another early spring event that

several Mohud members will be taking part in is the TTNT at VIR in early March. Hopefully this year there will not be snow accumulating on the track while lapping or a threat of 3 feet of snow while returning.



Fire is an Ever-Present Danger in Motorsports

A little bit later into spring we have our first tech party at North Country Subaru on April 13th thanks to the Lendrum's. This is a great chance to get out and see a good share of the club race cars from our region. The last big event we have before the season officially kicks off is our April 21st Tire Rack Street Survival at the Saratoga Auto Museum. As I have since taking over as the Chief Instructor, I will soon be asking for volunteers to help come out and support this event. Each time I mention the feeling of seeing the progression from the timid high schooler that you start the day with to the demonstrations of skill with parents in the car as that is what makes the event feel worth it. For everyone that has helped out in the past I hope to see you again, but we are always willing to take on new faces for helping as an instructor or around the course.

See you at the March 6th monthly meeting at the Metro 7 Diner,

Sal Baisley

## From the Editor

March is parts buying season! The racer's version of dry January is to let the accounts recover from last year's excesses, then we have to wait out the holidays, so we spend January and February turning wrenches without spending money. (I give myself a C+ this year due to unplanned body work.)

But this month I'd like to give an A+ to Paul Malecki authoring two articles including his take-aways from the National Convention as well as something special on the history of Citroens, their connection to Maserati, and Mohud's Dave Burnham. We also kick-off a series on DIY formula car bodywork brought to you by my untimely meeting with the turn 1 tire wall at Watkins Glen.

Speaking of parts buying season, if you're on Summit Racing's mailing list you might have seen we made the cover!



SCCA makes the cover of the Summit Racing Catalog

## What's Happening

- March 6, 2024      General Membership Meeting, Metro 7 Diner, Latham. Social 6 p.m., meeting at 7. <https://www.metro7diner.com/>
- March 24, 2024      NER Fire and Rescue School, Thompson Motorsports Park, CT. <https://www.motorsportreg.com/events/ner-f-c-fire-rescue-school-thompson-speedway-motorsports-park-scca-new-347786>
- April 13, 2024      Annual Tech Party, North. North Country Subaru, Queensbury NY
- April 21, 2024      Tire Rack Street Survival, Saratoga Auto Museum, Saratoga NY. <https://www.motorsportreg.com/events/mohawk-hudson-scca-24-1-saratoga-automobile-museum-tire-rack-street-survival-706504>
- Sept 2-6, 2024      Solo National Championship – Lincoln Airpark, NE
- Sept 28-Oct 6 2024      The Runoffs National Championship – Road America, Elkhart Lake WI
- Oct 24-27, 2024      Tire Rack SCCA Time Trials Nationals – NCM Motorsports Park, Bowling Green KY



### Dream Sim Sweepstakes

The SCCA Foundation's programs are only possible with sufficient funding to make them happen. **We are asking all R.E.s help us share the news** about our latest sweepstakes fundraiser featuring a dream racing simulator.

With just one month to go in this fundraiser, please include information about the sweepstakes in your Region newsletters, e-mails and Facebook posting. And as an added incentive, we have set up promotional code **BONUS40** which your members can use for 40% more entries for their donations. This link will take them to the sweepstakes page with the bonus code already filled in:

<https://www.tapkat.org/sports-car-club-of-america-foundation/1EbY75?promo=BONUS40>

Last day to donate is March 3rd. The winner will be drawn on March 9th and could be from your Region!

<https://www.tapkat.org/sports-car-club-of-america-foundation/1EbY75?promo=BONUS40>


# Tales From the Track

## SCCA Club Racing: The View From Topeka


The Club Racing view from Topeka presented at the 2024 SCCA National Convention was contained in 17 online sessions of direct or indirect interest, streamed over 9 days. The two most compelling sessions were “Road Racing Program Direction” and “Flagtronics.”

### ROAD RACING PROGRAM DIRECTION

VP of Road Racing Eric Prill and Director of Road Racing, Deanna Flanagan started the session by presenting a number of data slides showing club racing statistics for the last few years.



## 2023 - PARTICIPATION



REGIONAL ENTRIES BY DIVISION	<i>(Regional, Vintage, CRE Sanctions)</i>					
	2018	2019	2020	2021	2022	2023
NE	2532	2548	1487	2852	2569	2492
SE	2972	2625	2005	2913	2487	2578
CN	538	539	341	710	765	784
GL	636	545	492	702	858	808
MW	122	53	20	84	0	0
SW	59	205	88	216	136	120
RM	115	126	74	109	107	88
NP	1257	1470	984	1543	1471	1457
SP	296	272	196	188	353	252
<i>Total Entries</i>	8527	8383	5687	9317	8746	8579
<i>Total # Events</i>	76	87	70	108	107	100

- 2018 - 1<sup>ST</sup> year for complete Regional participation data
- 2020 - Covid Cancellations
- 2021 - Change in how audits were reported and event sanctions i.e Vintage
- 7 fewer events in 2023; **-6.5%** reduction
- 2023 entries down **-2%** from 2022

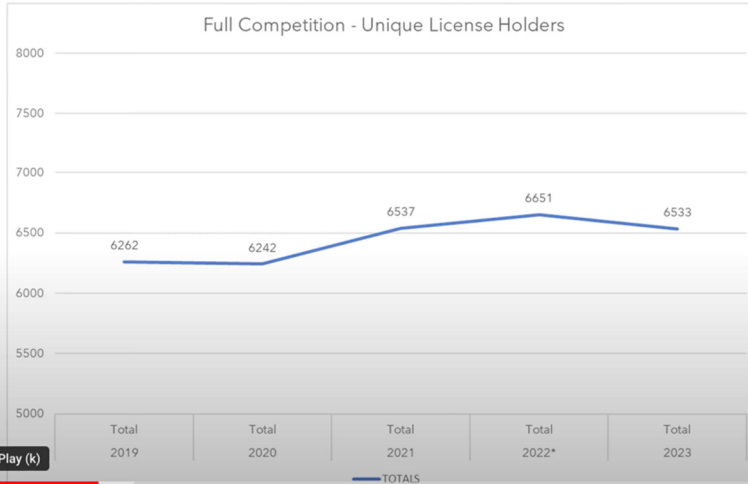
Why the downward trend? Nationally the answer seems to be circular: there were less entries because there were less events because there were less entries! There is some anecdotal evidence that higher gasoline prices, affecting travel, and general inflation affecting discretionary spending, were the prime reasons.

Chip VanSlyke, active racer and keen observer of NorthEast Division events has noted that in 2023 few racers entered more than 3 events. Most likely a result of fast-rising event costs, especially gas and entry fees.

Another rather interesting chart from the session compares the number of full competition licenses over the last few years.



# 2023 — COMPETITION LICENSES



→ Full Comp Licenses Down ~2% from 2022

Unique Novice Permit Holders				
2019	2020	2021	2022	2023
566	518	460	481	590

While there was a decline in full competition licenses in 2023, Flanagan noted that is hoped that the surge in Novice Permit holders will see a significant increase in full competition licenses over the next two years as many of these permit holders gain more experience.

Some minor points during the session included a chart that showed the class with most “incidents” was (no surprise) Spec Miata with 18.7% of all incidents, followed by SRF3 with 15.2%. No other class came close to these two. In defense of our own SM/SRF3 drivers, each of those classes fielded more than twice the number of cars in any of the other 25 classes. Another chart showed that drivers under 18 are much more likely to be involved in an incident than any other age group, and in each age group, drivers with less than 5 years’ experience are more like to be involved in an incident than any other age group. The “cleanest” age group was 80+, of which MoHud has one.

## SPECIALTIES

Races don’t run themselves, and a chart showing changes in specialty license holders is somewhat discouraging in that 8 of the 12 specialties listed show decreases.



# 2023 – SPECIALTY LICENSES

Specialty	2022	2023	22-23 % Change
T&S	522	515	-1%
Tech	863	866	0%
Registration	680	625	-8%
Stewards	320	316	-1%
F&C	2011	1950	-3%
Start	289	302	4%
Fire/Rescue	267	246	-8%
Course Marshal	184	182	-1%
Data Tech	84	57	-32%
Sound	143	142	-1%
Pit/Grid	631	657	4%
Race Admin	410	403	-2%

## LOOKING FORWARD

In 2024 Topeka will focus on four initiatives to promote and improve Club Racing:

- Adding more courses to the online SCCA Academy, building on member participation in the Flagging & Control module.
- Encouraging more Regions to include the Club Racing Experience (CRE) as part of regional events.
- Further development of the in-car Flagtronics system to support flagging and course control.
- Consideration of new Spec classes and rearrangement of existing classes.

More on these in next month's KO.

~ PaulM.

## Citroën: Grace...

### Maserati: Pace...

~ PaulM.



*Maigret's driver parked their car in the shed so it would remain inconspicuous, then stepped outside to enjoy a Gauloises in the cool shade of a nearby Oak tree while the Chief Inspector interviewed residents of the main house concerning their relationship to the man whose body was found in the trunk of the SM-Opéra.*

George Simenon's Inspector Maigret driven to the crime scene in a Traction Avant; a young couple taking the seats out of their new 2 CV to picnic along the Seine; Charles DeGaulle escaping the OAS in his DS-19... Citroëns embody the soul of France. And in America, no one knows the soul of a Citroën like MoHud's own, Dave Burnham.

As some of you know, Dave has announced that he is easing out of his repair and restoration business to concentrate on personal projects. Some would call it retirement. More likely: time to do what he wants.

And while he has a national reputation as a Citroën expert, I think of him as the guy who can make a small-block Maserati engine snarl. Huh? Maserati? Maserati engine? What's the connection to Citroëns?

The connection goes back to 1968 when Citroën bought a controlling interest in near-bankrupt Maserati. It was part of a plan to provide an engine for a Citroën luxury sedan then on the drawing boards at Quai Andre in Paris. Going from the drawing boards to the streets two years later, the luxury SM, featuring a 2.7 liter V-6 engine designed in Paris and built by Maserati in Modena, was introduced at the Geneva auto show



The SM's engine, cataloged as a C-114, purred like a concierge's cat in the car, but can snarl like a Cougar when put to an unmuffled sporting use. Hence: Grace / Pace.



## Citroën Grace, Maserati Pace...cont'd

Although specs for the V-6 C-114 engine were set by Citroën, production design was developed by Giulio Alfieri at Maserati. He was able to retain the basic 90° block angle of a Maserati V-8, which in turn allowed a great deal of V-8 production tooling for production of the V-6. It's this kind of recycling that inspires factory cost-accountants to break into tarantellas around their cubicles.

Fed by three Weber 42DCNF downdraft carburetors, the initial export C-114s produced a modest 174hp, but were able to propel the car, with all its mechanical and aerodynamic wizardry to 137mph, faster than a 1970 BMW 3.OCS, Mercedes 450SLC, or Jaguar XKE-12. An SM started the model's motorsports career by winning the 1971 Rallye du Maroc. (Below) Journalists of the day loved it.

Alas, Citroën went into one of its every-few-decades bankruptcy mode in 1976, with the SM relegated to the car collector community, such as the Schlumpf brothers. But Maserati 114 engine variations lived several lives, powering the Maserati Merak among others, and is credited by some to have inspired the Biturbo.



I first heard/saw a Maserati C-114 in anger at a MoHud Solo event, where Dave Burnham had brought one of his race cars. The car was his yellow one that ran summer as pictured, and ran winter with wild wings and studded tires for Adirondack Motor Enthusiast Club events at Lake Algonquin and nearby frozen water. < icerace.com and FaceBook >.



And no surprise, he also has a Biturbo, seen here at Thompson during a SCCA Time Trials event. In comparison, my C-4 sounds like a pussycat.



Bellissimo!

~ PM

## Dad Joke Department

American Flag



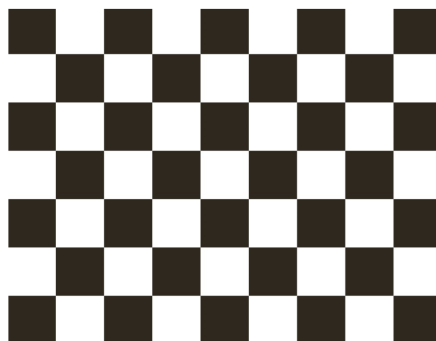
British Flag



Swedish Flag



Finnish Flag



## From the Archives

Alert member Dave Burnham dug up this old article regarding our sister club AMEC. I have met more than a few MoHudders over the years who have spent some time on the ice. Happy 70<sup>th</sup> birthday [AMEC](#)!

Mohawk-Hudson Region SCCA

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THE KNOCK OFF

FEBRUARY 1966

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### A SHORT HISTORY OF THE ADIRONDACK MOTOR ENTHUSIASTS CLUB INCLUDING A COMMERCIAL FOR THE 1966 LAKE GEORGE ICE RACES

by R.A. Winter, President

In February, 1965, ice racing was introduced to upstate New York at the Lake George Winter Carnival. Four full days of racing sponsored by the Chamber of Commerce and organized by the Adirondack Motor Enthusiasts Club with the help of experienced members from other area clubs, provided plenty of action for both drivers and spectators. The Chamber reported that this was by far the best spectator attraction of the Carnival and has invited AMEC to provide two weekends of racing at the 1966 Winter Carnival.

Dates have been set for February 5 & 6 and 26 & 27 with a full schedule of races on each of the four days. Classes will be provided for sports cars, small sedans, compacts and front-wheel drive cars and there will also be a ladies class.

Ice racing provides a wonderful opportunity for the driver who cannot afford the time or money required for serious participation in road racing. Expensive car preparation is hardly essential since a few extra horsepower will probably only serve to make the wheels spin faster. Danger is also minimized since cars in contact tend to push one another across the ice with little or no damage. And if you don't think ice racing is fun, just ask any of the sixty-odd drivers who entered last year.

The Lake George Ice Races are the latest endeavor of the Adirondack Motor Enthusiasts Club, an organization with a long history of unusual sports car events. Organized in 1953 and incorporated in 1954, AMEC is the oldest sports car club in the Capital District. In the early days club events consisted mainly of back roads rallies and gymkhanas held on the Edenburg Airport. In 1954, an AMEC gymkhana was filmed by WRGB and televised as a sports special to give most viewers their first look at the new sport that had invaded the area.

Just 10 years ago, AMEC obtained the use of about 20 acres of land in Charlton, N.Y. in order to build the Charlton Autocross, a course designed for the type of time-trial events preferred by most of the members. With shopping centers springing up and large paved parking lots becoming available for gymkhanas, you may wonder why anyone would invest time and money in building an unpaved trials course. Part of the answer was no doubt pride of possession and the ability to stage a unique type of event which other clubs could not offer. But the main attraction was the challenge of driving a difficult gravel-surfaced course.

Those of you who read the Grampaw Throttlebottom series (written by the late Miles Collier and printed in Sports Car in 1950, reprinted in 1957) may recall the advice offered novice race drivers to seek a gravel or dirt surface for practice. Wrote Miles, "At 70 mph (on pavement) the car feels as does one driven on gravel at 40." And so it did. To go into a turn at Charlton at 40 mph took the same skill and provided the same thrill and sense of accomplishment as entering a similar paved turn at seventy. And Charlton offered tight turns, fast turns, banked turns, flat turns as well as up and down hill driving. Dust, mud and ruts be damned. For those of us who built it there will never be another Charlton Autocross.

Continued

AMEC (Cont'd)

Unfortunately, the Autocross is gone. Ed Rindfliesch, AMEC member and owner of the land, has retired and moved to Cape Cod. AMEC tried to buy or lease the land, but a prospective buyer wanted the entire farm or nothing and seven years of Charlton trials came to an end.

This year AMEC leased White's Beach Speedway which has proven to be an excellent site for autocross-type events. The Speedway has a stock-car oval, a go-kart road course and a go-kart oval. All three courses are interconnected and all have been used to provide an interesting change of pace between high-speed driving and tight maneuvering. AMEC plans to renew the lease to provide at least one more year of events at White's Beach.

The Club has also purchased 15 acres of land north of Galway, N.Y., about 30 minutes from Schenectady and plan to start construction of a new Autocross next spring. They hope to have the new track ready by late 1966. Plans call for the new AMEC Autocross to offer a more interesting course and better facilities than either Charlton or White's Beach.

No history of AMEC would be complete without mention of two of our early members whose memories are preserved through the Club's two annual trophies -- the Bud Mason Memorial Trophy and the E. H. Hull Memorial Trophy. Bud Mason was in charge of publicity for AMEC and acted as spokesman for sports car drivers in general in a period when the public was somewhat less sympathetic to "the sport." An announcer for WGY-WRGB, Bud managed to get a daily 15 minute sports car news show which continued until his tragic death when a freak accident flipped his Arnolt-Bristol. He had continually worked for better news coverage of sports car events and at least once provided live radio coverage of the Watkins Glen Grand Prix. Much of the early interest in sports cars in this area can be traced directly to Bud's efforts.

Ed Hull was one of the prime movers behind the Charlton Autocross and was responsible for much of the work and planning that went into the course. Ed will also be remembered as one of the small group of SCCA members who organized the Mohawk-Hudson Region. In order to promote autocross activities, Ed donated a special trophy each year for trials competition. Since his death, the Club has perpetuated this trophy as the E. H. Hull Memorial Trophy.

AMEC activities are centered around Schenectady, but members are drawn from a fairly large area covering Amsterdam, Gloversville, Saratoga and Glens Falls. Meetings are held on the second Monday of each month at the Colonial Inn in Galway (about 20 minutes from Schenectady). All motor enthusiasts are cordially invited to attend these meetings and to consider AMEC membership. For anyone interested in the type of events described above, AMEC offers a chance to get in on planning and organizing as well as participating in moderate speed, low pressure racing and autocross activities.

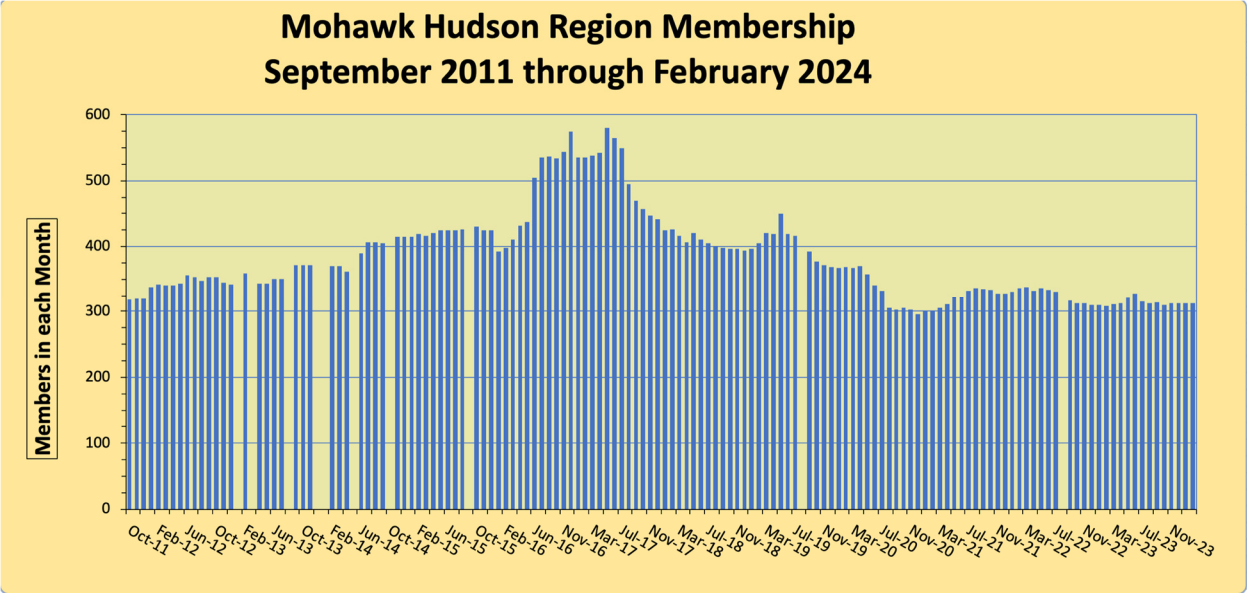
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DEADLINE for March issue is February 16. It's a short month.

# Membership Report

By Jim Garry

Mohawk Hudson Region membership stood at 312 as of February 24th. As per the graph, our regional membership level was declining pre-pandemic and then took a very large hit after the pandemic began.



Post pandemic we recovered but to a lower level than before the decline began. Then 18 months ago our numbers slid again to a level a bit above pandemic numbers. Except for a brief bump, we have been stable at this reduced level for 18 months.

## NEW MEMBERS IN 2024

Paul Rueckheim, Canaan

Corey Bourassa, Mechanicville

James Zucco, Red Hook

## SIGNIFICANT ANNIVERSARIES IN MARCH

### Five Years

Alexander Scaptura - The Scaptura brothers are enthusiastic MoHud autocrossers.

Andrew Scaptura - No they don't drive the same car but they both own Miatas.

Michael Zimicki - Mike actually has more than five years of SCCA membership but it is split up into several time periods so SCCA only credits the most recent membership. Back in the day, in order to be a part of the Skip Barber Race Series, you had to join SCCA. For Mike, that goes back to the 80s. Mike has coached drivers in many pro racing series including IndyCar, Indy Lights, SCCA Trans Am, Firestone Firehawk Series, IRL, Toyota Atlantic, Barber Saab Pro Series, and others. His students include such notables as Katherine Legge, Pippa Mann, Sebastian Saavedra, Ryan Hunter Reay, & Graham Rahal. His website is <https://www.sliderulemotorsports.com>.

### Fifteen Years

Dan Flynn - Dan has been having fun as a club racer for over a decade.

Carmine Russo - Carmine is one of MoHud's dedicated autocross members, working tech for many years in addition to driving fast.

### Twenty Years

Jared Lendrum - Jared is a 2nd generation club racer of the well-known Lendrum racing family.

## Fifty Years

### Bob Wright

Bob's enthusiasm for motorsports got its first boost when he took his FIAT 124 Spider to Lime Rock Park for MoHud's ahead-of-its-time AutoSprint in 1973. A year later he not only joined SCCA, but also took a turn as Knock-Off editor and got his competition license. Among Bob's early race cars were a Triumph TR4 and a BMW2002, but what really got his attention were open-wheel formula cars. Utilizing a stint as a corner marshall for the Skip Barber Racing Series for his orientation he stepped into Formula Ford, and later progressed to the higher performance of the winged Formula Continental class.



Bob's competition endeavors took him far and wide, racing not only with SCCA but also professionally with various iterations of Formula Continental/ F2000. In the first decade of the 2000s Bob turned his attention to establishing the Formula Race Promotions group ([www.racefrp.com](http://www.racefrp.com)), which presents races for an array of open-wheel cars including Formula F/F1600, Formula Continental/F2000, Formula Atlantic, and others. In addition, Bob continues to compete in the FRP-sanctioned Formula 2000 Championship Series. (Thanks to Greg Rickes for this writeup.)

## Fifty-Five Years

Dave Hathaway

Though Dave reaches the milestone of 55 years as a member of SCCA his enthusiasm for sports cars dates back even further to his teenage days growing up in Pittsfield and his first visit to a new nearby attraction, Lime Rock Park. He was also part of the Western Massachussets contingent that formed the nucleus of the Berkshire Motor Sports Club, where he competed in autocross and ice racing events, as well as partnering with his late wife Martha as a successful rallye duo. In the late 1960s Dave teamed up with Bob Claffie to form the legendary Parsimonious Racing Team, racing a Triumph Spitfire.



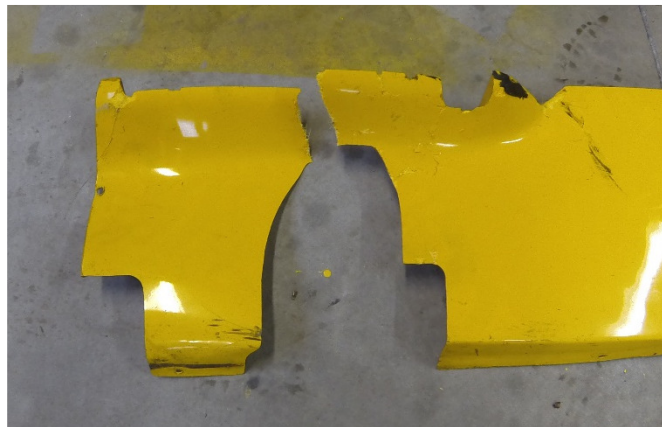
That was followed by a fling with a Renault Le Car. All along the way Dave also volunteered his time as Pit Marshall, which he continues to do today. More recently he has been a crew chief for the Jaguar XKEs campaigned in vintage and historic racing by Donovan Motorsports. Here's Dave in his Spitfire. (Thanks to Greg Rickes for this writeup.)



# The DIYer

## Part 1: Structural Body Repairs

There may not be a good time for body work, but in the Northeast we get a nature-imposed break from outdoor motorsports that allows us the “opportunity for growth” (to use corporate speak.) So, what better time? Back in September, I had an incident that brought me in contact with the turn-one tire wall at Watkins Glen which destroyed one corner of the car. Fortunately, no frame damage was done but quite a bit of damage was done to the suspension and bodywork. Most of the body damage was to the nose.



Damaged Nose and Side Panel

For the side panel I have no choice but to fix it because I doubt my heart could handle the sticker shock of a replacement, assuming it's available from Crossle at all. And for the nose, I have a spare that came with the car, but if anything happens to that, I will be faced with fabricating from scratch. So, at a minimum it is prudent to make a mold of the one good one; but my plan is to make an entire spare nose at the end of this project.

Since it's been a while since I did serious body work, I'm going to start with the broken side panel. Its honestly not too difficult a project and a good way to get back into it as well as write an article covering the basics. And the first step in *that* is to perform the structural repairs to get it in one piece again.

We can categorize the damage in three ways: 1) a crack where the glass is not broken but the gelcoat is gone, 2) a complete break, and 3) some serious cracks through the glass but still holding together.

This first repair involves a piece of the bodywork where it's not completely fractured. The fiberglass on the back is still intact but the gelcoat is cracked and the surface is unusable. The plan is to reinforce the back and then finish the surface.



Crack On the Inside and Outside

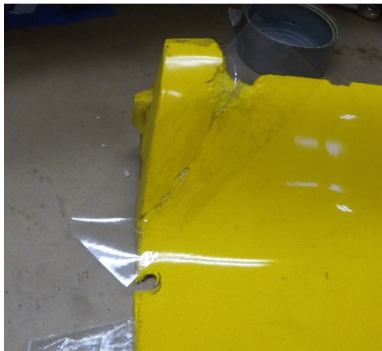
The first step is to clean the surface. For heavily soiled material this is a multi step process of sanding, cleaning, sanding, cleaning with the last step being cleaning with solvent. Cleaning is done with acetone and sandpaper using a coarse grit around 80. The purpose of sanding at this point is to rough up the surface to increase the contact area for the adhesive.

Next step is to cut the fiberglass. I'm using 2" x 10 mil fiberglass tape that works pretty good for structural repairs. It builds up quickly because it's thick. I'm going to apply four layers of glass. I don't know what the magic number is for thickness but I usually shoot for between 30 and 60 mils, depending on the application.



Fiberglass Tape

I'm applying packing tape on the outer surface. This accomplishes two things: first is the tape will help hold the outer surface straight and second, it's going to serve as a barrier to keep resin from dripping through. Just normal packing tape you get from Home Depot or Lowe's works pretty well because resin will not stick to this material. I'm not sure what the material is but polyester does not stick to it or dissolve it and you can use it for lots of applications that require release film.



Tape Applied to Surface of Crack

### **Gelcoat Notes**

OK this is going to be a big tangent but it's important.

What is gelcoat? Simply put it's polyester resin with color in it. The advantage of gelcoat is it is very resistant to scratches and chemicals and it can basically be shined up indefinitely until you hit the glass layer. When gelcoat parts are manufactured they are layed-up in a mold with the outside surface going in first so when they come out of the mold, no finish painting is required (assuming the mold had a good finish).

One big disadvantage of gelcoat is matching the color. In my case, tracking down 35-year-old Northern Irish yellow is basically impossible. So, I used a color pallet to come as close as possible. You won't have a show car when you're done, but it can be hidden in various ways including strategic transitions and graphics placement. Many racers would prefer to use paint which will give a good consistent finish over the whole body. This will not be as durable as gelcoat in the long term so be prepared to do touch up work.

### **Polyester Application: Let's get Messy**

The next part is pretty standard for laying up fiberglass with the only difference being the shapes of the fiberglass cloth/tape you use.

Polyesters normally use between 1.5% and 2.5% MEKP, by volume. (MEKP= Methyl Ethyl Ketone Peroxide). Read the manufacturer's instructions on the exact mixing ratio. Generally, thinner coats like a topcoat require more MEKP while thicker builds such as molding whole parts can use lower ratios. For this repair, I'm going middle of the road at 2%. Many consumer quality polyesters will give mixing instructions by specifying number of drops of MEKP for a given volume of resin. I prefer to be more precise and use syringes. So at a 2% ratio (50:1) 10ml of resin will use .2ml of MEKP.



Syringes and Mixing Containers

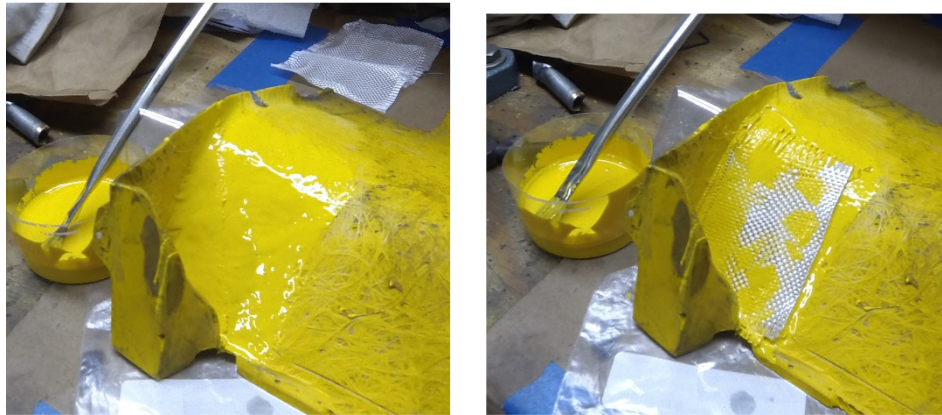
Quantity is a guess that takes practice. Sometimes you can estimate it. Be careful not to mix up more than you can use in about ½ hour.

Mix it up in a "disposable" container. I say disposable because once the resin cures you can do another mix in the same container and one container will usually do a whole project.

Polypropylene works best, polyethylene is OK but will slowly break down when exposed to Acetone, stay away from polystyrene; the polyester will dissolve it.

### **The Lay-Up**

Start by applying a generous layer of mixed resin to the sanded, prepped area on the existing bodywork. Next, apply a layer of fiberglass tape. Using a brush, brush resin into the tape until it is completely wet. Then apply the next layer of fiberglass. Continue this process until all layers are applied finishing with a coat of resin. If you're not going to vaccumm pack the repair, a brush is a good way to work the resin into the stitches of the glass fabric.



First Coat of Resin and First Layer of Fiberglass

### **Gelcoat vs Plain Polyester.**

Structural repairs do not need to use gelcoat because they are not on the surface and can use un-tinted polyester. Also, if you're painting your car instead of gelcoating, the structural part of the process is exactly the same.

### **Re-Joining the Parts**

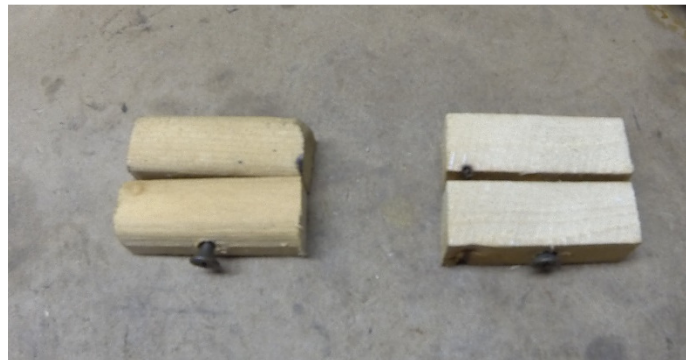
Moving on to the next type of damage, we will join the two pieces back together. Start by preparing the broken edges. Remove the excess glass strands and make a scarf joint with the outer surface being the wider part of the gap.



Scarfing the Edges Outside

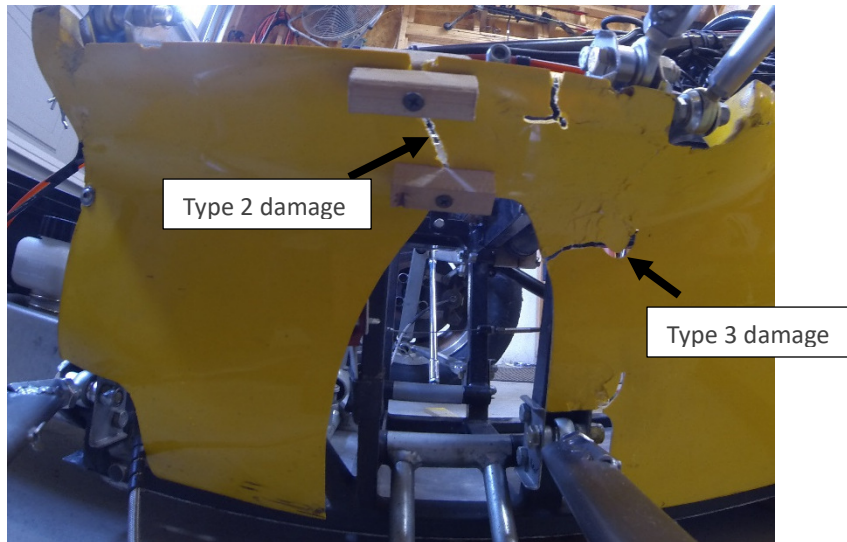
I recommend doing this work outside because it involves grinding fiberglass which gets everywhere when you work it with power tools. Doing this outside saves your garage a lot of mess. When you're done no glass fibers should be proud of the surface.

For this repair I'm going to fabricate two small wooden clamps. These are very useful in joining two pieces back together in such a way that they keep the two plates aligned to each other perfectly.



Body Butt-Joint Clamps

Attach the body panels to the car in their proper location and put and put the clamps on. In the photo you can see where, in addition to the break, I have ground out the more serious cracks. This will allow a repair to be done without any glass fibers protruding to the surface.



Parts Fitted to car for Alignment

Remove the panel from the car being very careful to not allow the clamps to shift because if they do, you will cement an incorrect shaped panel in place and, well, you can figure out what happens next.

Prepare the surfaces by sanding on the inside of the body where the tape will go. Sand a slightly larger area than the size of the tape. Always finish with an acetone cleaning to remove any dust.

Apply packing tape to the outside surface as before. Polyester application is the same as already discussed.

Because we used wooden clamps, this will be a two-step process. Step one is to lay fiberglass around the clamps to join the panels back together. Make sure to put release film (tape) on the clamps. Wood sticks great to polyester resin. After step one cures, remove the clamps and apply resin and glass to the remaining gap.



Structural Repairs Complete

Next Month: Finish work.



## MINUTES OF THE MEETING

### **Mohawk-Hudson SCCA Monthly Membership Meeting on February 7th 2024 at 7:01 PM**

Location: Metro 7 Diner

Officers Present: Paul Malecki, Salvatore Baisley, Chip Van Slyke

Total number of members: 15

#### **Membership Report - Salvatore Baisley (provided by Jim Garry)**

- 312 Members as of today
- 3 new members since December 30th
- Bruce Kosakoski - 25 year anniversary
- Nancy and Todd Boice - 30 year anniversary, former club officers

#### **Knock Off Report - Chip Van Slyke**

- If you have any contributions please try to get them in by the 20th

#### **Treasurer Report - Paul Malecki**

- February 3rd - \$30,533.73
- January bank statement reconciled
- Significant decrease in club subsidy for 2024 annual banquet vs 2023
  - 2024: \$1,447.34 net registration for 56 attending, against \$1,848.41 for meals, \$250.00 event fee
  - 2023: \$1,592.46 net registration for 58 attending, against \$3,121.80 for meals, \$100 dumpster fee (Venue rent and table fees of \$810 waived)

#### **Solo Report - Bruce Kosakoski**

- Currently no events scheduled, will be working with PSCC to scheduling events at Tech City
- Question arose over if the new cones were ordered

#### **TRSS - Salvatore Baisley**

- Spring event will be April 21st at Saratoga Auto Museum
- Adam Wright has stepped up to be the event lead
- Adam is working on getting the student registration on calendar
- Salvatore to create instructor registration through Patroon BMWCCA

#### **Track - Salvatore Baisley**

- Time Trial board discussing shared event with Patroon BMWCCA
- Patroon to run HPDE with Mohud running Time Trials

- Tentative date is July 7th
- Only other SCCA Time Trials in the northeast are:
  - June 15/16th at Pocono with the TT National Tour
  - June 24/25th at Pittrace with the TT National Tour
  - September 21st at Thompson with CART

### **Road Race - Rich Welty**

- First Mohud annual tech party scheduled for April 13th at North Country Subaru
- Will have a second date at Bob Karls scheduled at a later date
- NER holding F&C and fire school training Sunday March 24th at Thompson
- Chip looking to create a Mohud road racing championship
  - Targeting about 6 events for this season
  - Focusing on the tracks that are geographically the closest to Mohud
- Salvatore mentioned the volunteer introduction day NER is holding at NHMS on July 27th

### **Old Business**

- Discussion of the annual convention
  - Club spec (NC miata and S197 Mustang) for solo and time trial
  - Flagtronics optional at all Hoosier Super Tours, required at Runoffs
  - Training for Solo course designer and annual training for Safety Steward
- NEDIV Annual meeting 2/10 in Scranton, PA

### **New Business**

- Shelby is unable to make it to meeting for a while, if anyone is interested in serving as secretary in the interim reach out to any of the members of the board
- Motion to adjourn from Bruce Kosakoski, second from Peter Kroth. All members in favor

Meeting adjourned at 7:34 PM.

Meeting minutes recorded and submitted by Salvatore Baisley

### **Mohawk-Hudson SCCA Board Meeting on February 5th 2024 at 7:00 PM**

Location: Zoom

Officers Present: Paul Malecki, Salvatore Baisley, Chip Van Slyke

Total number of members: 5

### **TRSS - Salvatore Baisley**

- Adam Wright has volunteered to be the event lead for the April 21st event
- Adam has been in contact with the museum, awaiting response from TRSS national
- Looking into sponsorship for food and drinks
- Student registration has not been created yet

#### **Proposal for Time Trial - Salvatore Baisley**

- TT board has been in discussion with Bob from Patroon region of BMWCCA
- Proposal is for a split event with Patroon running a HPDE and Mohud running a Time Trial on the same day
- Proposed date is July 7th at Palmer
- Adam has been working with SCCA national to determine sanction logistics
- Mohud would be listed on the contract
- Would need to stick to a consistent hourly switching schedule
- Estimated total cost around \$18k split between both clubs, estimated deposit would be around \$5k
- Paul Malecki to look into submitting grant to the SCCA foundation for the event
- Board supports splitting both profit and losses for the event with Patroon
- Board approved continuing to explore event

Meeting adjourned at 7:28 PM.

Meeting minutes recorded and submitted by Salvatore Baisley

**Regional Executive**

Sal Baisley

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**Director**

Russ Burkhard

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**Assistant Regional Executive**

Eric Smith

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**Treasurer**

Paul Malecki

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**Director**

Chip VanSlyke

[chipv87@gmail.com](mailto:chipv87@gmail.com)

**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

**Racing Program Committee**

Paul Malecki &

Rich Welty (Technical Scrutineer)

518-269-8232 (cell)

[rwelty@averillpark.net](mailto:rwelty@averillpark.net)

**Road Rallye Program**

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**The Knock-Off (newsletter)**

Chip VanSlyke (interim editor)

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**Merchandise**

Chip VanSlyke