

THE KNOCK OFF

May 2024 Issue

MOHUD ON
FACEBOOK



MOHUD ON THE WEB



THE REPORT

After attending a few events at the start of the season I have seen a symptom of something that Eric brought up in a previous REport. This year not just Mohud, but other organizations outside of motorsports are having issues with volunteers. New England Region with the size of their membership is having issues in several positions and events, for instance as of the writing of this there are only 4 stewards registered for the May 11th race at Palmer.



Volunteers make it happen at the April TRSS at SAM

At our latest TRSS the fire department that has assisted us for years was unable to provide one or two people to assist for our event, instead they just provided the equipment for our own volunteers to handle the skid pad. Within Mohud and

Patron we were just able to accommodate all of the in-car instruction for our TRSS, landing just 1 short of having an individual instructor assigned to each student. As we see the shortness of volunteers we must ask what is being done to address these issues?

First and foremost we must work together with our neighboring organizations and sister club Patroon to ensure the ability to still hold events. The June 29th TT/HPDE at Palmer would not be able to happen without both clubs working together to co-host an event. We additionally saw this with the TT last year MoHud co-hosted with CART. This TRSS we also had some out of region help, Lee Okoniewski from central NY and Jerry Papenhausen from Massachusetts. Jerry came from NER as he works with the region to set up a TRSS program from within their region, which initially might appear to conflict with our own events. I think part of what is missed when thinking about these events is the number of students that we truly have to pull from as we are capped at 24 due to our location. In reality there are thousands of teenagers and young adults that fall into the 16-21 year old eligibility of attending TRSS, expanding to our neighboring regions just helps the students and allows for more attendees to take the course. Another reason to assist our neighbors at NER is their autox site is at risk, a danger that we as a region have experienced several times since I have been a member. I hope that a few of our members will be able to make it out to assist at their July 20th event.

Another step that is being taken with finding additional volunteers by NER is dedicating a day at the track to teaching first time attendees some of the specialties that are available on a race weekend. This Trackside Experience will be July 27th at NHMS the weekend of the Race Against Leukemia. Saturday the attendees will be given a tour around the track and get a brief introduction into what each worker does then in the afternoon will be given the opportunity to shadow a specialty or two. I do wish that this event was at one of the closer tracks to our region, but the idea of the event might result in another one or more occurring next season if it is successful. Most importantly, it is the day after my 30th birthday so who would want to miss that.

Overall, I think our best approach for our volunteer struggles these days is to ensure that we work with our long time partners and neighbors to ensure the club's success going forward. This includes NER, Patroon BMWCCA, CART, and Saratoga Auto Museum as well as other organizations that have helped us in the past. Gone are the times of cartoons portraying NER and Mohud fighting over access to Lime Rock as portrayed in the October 1966 KO.

See you at the May 1st monthly meeting at the Metro 7 Diner,

Sal Baisley

From the Editor

That feeling. Which one? Well, there's a lot in our business but is the one that happens when you get all done with setup only to discover that the lug nuts were loose. Now you have to decide how important is it to go back and check all your settings vs. how much time / sleep is available. This is why it's good to budget your time and not leave things in your control 'till the last minute. Granted, not always possible. In my case I decided it was probably only the camber that would be affected (although now as I write this I'm thinking toe could be as well.) So, I decided to go through the process of re-leveling the car and checking/adjusting. Relief: only the left front was off by .2 degrees. Also helpful was that mobilizing and executing this is quicker given I had just been working on it.

What's the lesson? We all make mistakes and the best course of action is don't fret but get to work fixing your mistake. Build this re-work into your build plan. It happens everywhere even to the professionals in all businesses. Another lesson is to set quality rules and stick to them. Rules such as the one I broke in this case this case: don't put the wheels on without torquing.

Hopefully reading the Knockoff is in your build plan this month with a updates from TRSS, Tech Party North, and part three of bodywork: mold making. (There's something very satisfying about working with curing materials. How they start as a sticky wet mess and turn into sculptures.)

May is also the month in which we get going full speed with competition events including the 1st event in the Mohud Road Racing Championship at Palmer on May 11-12 and the Spring Auto Show at SAM. Check out the full solo and time trial schedules this month on pages 5 and 7. All these and a bunch of non-Mohud autocrosses, road races, and time trials can be found on the Mohud event calendar at www.mohud-scca.org

What's Happening

- May 1, 2024** Mohawk-Hudson Membership Meeting, Metro 7 Diner
www.metro7diner.com , Latham social 6 p.m., meeting at 7
- May 11, 2024** Spring Auto Show at Saratoga Automobile Museum. To participate
contact the editor at chipv87@gmail.com
- May 11-12, 2024** Event #1, MoHud Road Racing Championship, Palmer Motorsports Park
- June 29, 2024** MoHud Sanctioned Time Trial, Palmer Motorsports Park, Ware MA
www.motorsportreg.com/events/2024-mohud-palmer-time-trial-motorsports-park-scca-mohawk-hudson-206557
- 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

Check out the full regional calendar at:

https://calendar.google.com/calendar/u/0/embed?src=4l0pcskqi0sbmtg8scke5et658@group.calendar.google.com&ctz=America/New_York

TRSS comes to SAM

Mohud in cooperation with the Patroon BMW club put on a well-attended street survival school to teach new drivers how to control their car in emergency situations.



Solo Report



Regional Solo Schedule for 2024

July 21	Tech City, Kingston NY
July 28	Tech City, Kingston NY
August 11	Tech City, Kingston NY
August 25	Tech City, Kingston NY

Tales From the Track

Racers get ready for a new season at North Country Subaru. Hosted by Jared Lendrum and the North Country team.





Mohud Time Trials Championship

Mohud Time Trials Championship Events 2024

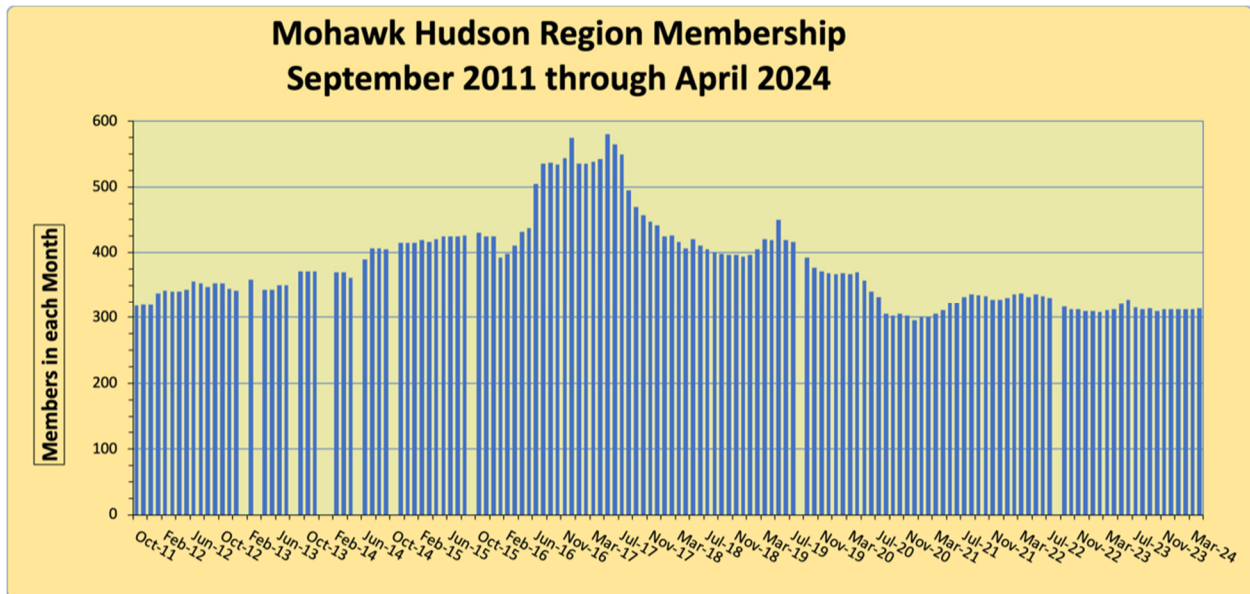
Time Trial National Tour Pocono Day 1	June 15th, 2024 @ Pocono Speedway
Time Trial National Tour Pocono Day 2	June 16th, 2024 @ Pocono Speedway
MoHudTime Trials Event	June 29th, 2024 @ Palmer Motorsports Park
CART Time Trials Event	Sep 21st, 2024 @ Thompson Speedway

For series details go to: <https://www.motorsportreg.com/events/2024-mohud-scca-time-trial-championship-thompson-speedway-motorsports-523092>

Membership Report –

By Jim Garry

Mohawk Hudson Region membership stood at 314 as of April 20th. Still in the doldrums.



New members in April:

John DuPre, Stony Brook

Jeremy Martinez, West Nyack

Steve Zizzi, Niskayuna

Journey Kerchner-Pirrone, Lake George

Significant Anniversaries in May

May is a big month for joining SCCA and we have a lot of significant anniversaries this month including well known members. I sincerely apologize for not providing a piece of information on each member listed this month. I've been overwhelmed with all sorts of early spring chores and fell behind in my duties and then realized I was up against the publication deadline. But readers will recognize their friends who have wonderful backgrounds in the club. We celebrate you!

Five Years

Steve Laprise

Stephen Markham

Everett Mayhew

Edward Zemeck

Twenty Years

Ann Harmuth

Eileen Pikul-Bass

Ten Years

Robert Noble

Joseph Cassidy

Eric Eriksen

Twenty-Five Years

Susan Ruggeri

Thirty Years

Jason Smith

Fifteen Years

Miguel Teixeira

Thirty-Five Years

Greg Rickes - Despite my tardiness with chores I must take some time to provide comments about Greg. To start with, Greg has been a member longer than 35 years but his earlier time goes unlisted because SCCA's policy is to only show a member's latest stint in cases where there's been a gap in membership.

Greg has a wide variety of experiences in motorsports including circle track racing and being the "Voice of Lime Rock" for decades as that racing facility's official public address announcer. He has been the voice behind countless Lime Rock races, from regional SCCA events to the highest professional levels in the US.

As a Mohawk Hudson Region member his adventures include autocross, time trial, road racing, rallying, and all sorts of outings. Significantly and happily for the rest of us he has always been dedicated to making our Region a better organization through his tireless off track work for the club. He is the unofficial club historian, constantly endeavoring to collect and maintain our

history. His documentation of MoHud's 50 Years of existence in 2006 was a labor of love that left out nothing about our club. His work continues.



Greg Ricketts Giving Post Race Interviews, F1600 Race, Pitt Int'l Raceway, June 2023

He has accomplished all this with no display of ego, quietly working in the background for our benefit. His characteristic under-the-radar modus operandi has resulted in an absence of official awards. Nevertheless he is always thinking about how to better the club and its people. I can't say enough about Greg's friendship and work for us, his dedication to the sport, and his warm and kind spirit.

The DIYer

This month's DIYer will be about mold making. This is a lot more involved than the body work discussed in previous months, I'm going to defer to the experts for the detail. Fibreglast.com <https://www.fibreglast.com/product/mold-construction> has a thorough tutorial on mold making which I can't hope to improve upon. Instead, what follows is some of the lessons I learned specific to making a nose mold for this race car.

For a plug I'm using an actual nose. I'm attaching some fiberboard to two sides to make it easier to release. This can theoretically be done with only one opening, but it helps later when it comes time to release from the mold to have more removable panels and since the bottom of the nose is essentially flat, adding a removable panel there is easy.



Plaster can be used to fill in any gaps between the nose and the boards.

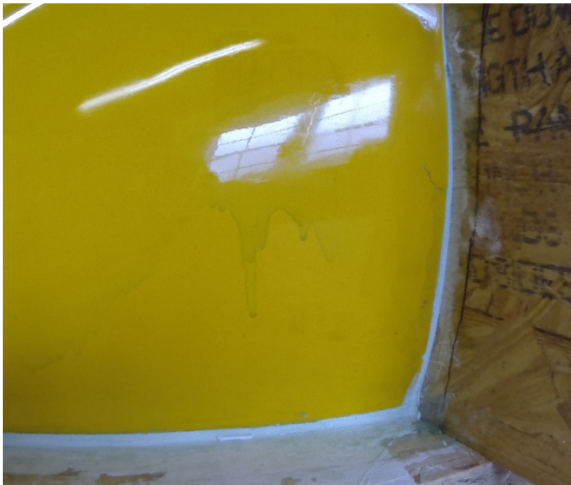


For mold release a combination of wax and polyvinyl alcohol (PVA) are used. The wax goes on basically the same as any car wax so have a buffer ready.



Parting Wax and Polyvinyl Alcohol (PVA)

Fibreglast sells PVA as well as a more expensive Fibrelease but I decided to go with the more traditional PVA. Fibreglast recommends spraying PVA but I found the brush easier to use and gives good results. At first take, this seems like it would leave brush lines but one feature of the PVA is its tendency to smooth out before it dries, leaving a smooth finish. The biggest problem I had with PVA was its tendency to run.

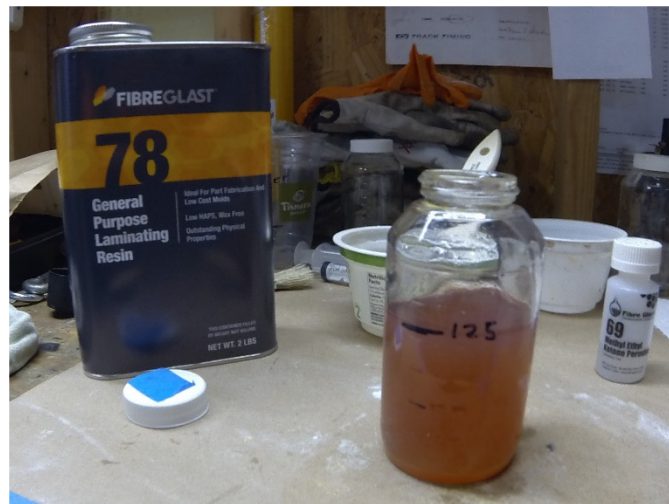


Runs Encountered on Plug Treated with PVA

As can be seen in the photo, I never really solved this problem. There was one big run spot left. In retrospect, I should have rotated the part from time to time to prevent running. (I actually did this but just not for long enough). I would recommend rotating for ½ hour to 45 minutes after the last coat is applied.

One thing I really like about the PVA is it leaves an extremely smooth “wet look” finish. This surface will become the finish of your part, saving you from sanding the finished part.

One question I had going in was “why both wax and PVA? Isn’t just one good enough for releasing?” The answer came later when releasing the plug from the mold. PVA, while a good release agent, is actually somewhat adhesive. The wax makes it a lot easier to separate these two.



General Purpose Laminating Resin Measured Out

For mold making, general purpose laminating resin should be used. One advantage of this type of polyester resin is it leaves a tacky layer on the surface after curing. This tacky layer is a nuisance as a top coat, but when laminating, it leaves an activated layer of resin for the next layer to bond to. This is one of the biggest advantages of polyester over epoxy. If an epoxy was used, I would need to rough up each later with sandpaper after curing for the next layer to adhere to. The inner layer, on the other hand, not being exposed to the air will cure up nice and smooth and hard.

Make sure you don't use a polyester with a wax additive (like most automotive polyesters). This wax additive is used to prevent the tacky layer from forming. Polyester with a wax additive should only be used as the final layer and absolutely is the right formula for a topcoat.



Sharp eyed readers may notice the two very bright lights shining close to the mold. Those aren't for lighting but rather to speed up curing when working in winter.

Plug with 1st Layer of Polyester Applied

The first layer of polyester will end up being the top layer of the mold. So you want to lay it up nice and thick with NO fiberglass. A brush works fine for this.

One lesson I learned at this point is that MEKP does expire. According to published material data, the shelf life is 6 months. And I can confirm it's something less than 2 years which was when I bought this stuff. The end result was the curing time was 45 minutes when it should have been 10. This resulted in the resin running a lot more, requiring constant attention with the brush during curing.



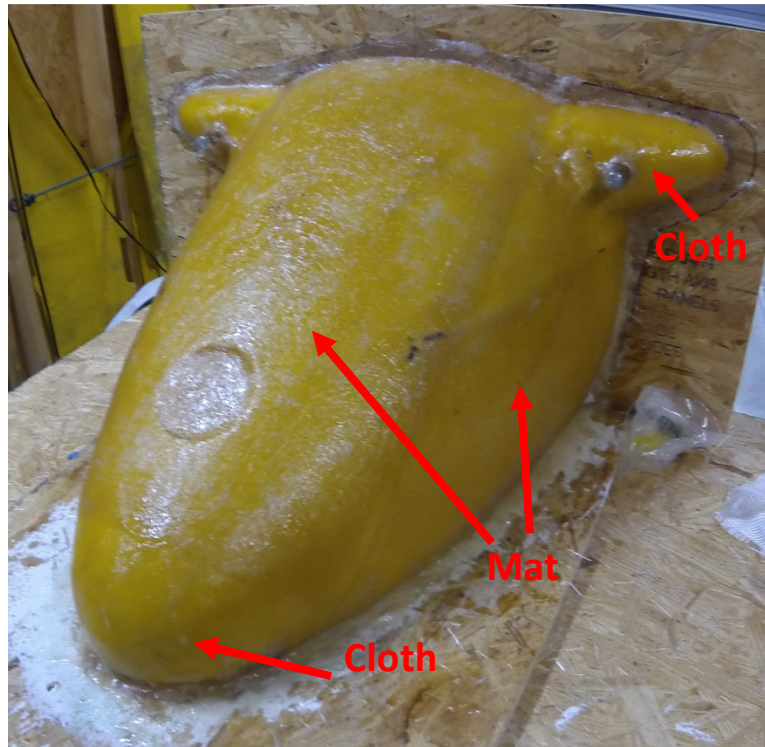
Plug with 1st Layer of Fiberglass Applied

The first layer of fiberglass should be cloth (vs chopped fiber mat). My mistake was trying to do it with a single piece. Woven cloth is very good at covering curved surfaces but it does have limits. In retrospect I would have used 3 or 4 pieces of cloth. My attempt to use only one piece resulted in some nuisance wrinkles. These can trap air which can result in voids which can collapse to form dimples in the finished mold. If you get these, try extra hard to fill them with resin.



Plug with Various Pieces Layed out for Fitting

Chopped fiber mat is an inexpensive way to build thickness. (My plan was to have a total build of 1/8 inch.) But mat is not good at conforming to curved surfaces. In the end, for building the middle layers, I used a combination of mat on the less curved surfaces and cloth on the more curved surfaces. This has the effect of under-building the cloth surfaces (because cloth is generally thinner) but I think the result is OK because curved surfaces are inherently stiffer than flat surfaces.

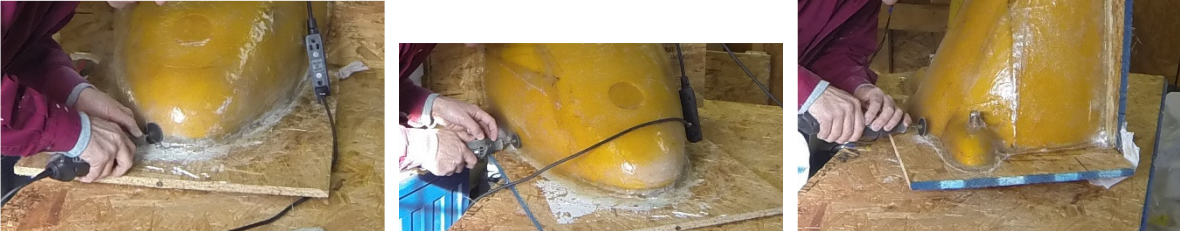


Mold Laminations Using a Combination of Chopped Mat and Cloth

Fibreglast gives some recommendations for mold thickness which I think are generally too thick for something like bodywork molds. For race car body parts, thinner can actually work to your advantage because the mold will be more flexible, making release easier. My target was to build the mold a similar thickness to the bodywork which is between 1/16 and 1/8 inch thick. My plan for laminating was as follows: Inner layer: 20 mil polyester only (no glass), 2nd layer: 1 layer of .007" (4oz) cloth, layers 3-6: 4 layers of .045 (1.5 oz mat) for a total of .162" thick. The reality is the highly curved sections were all done with cloth because mat could not conform to them so they came out a little thinner.

The final step is to remove the plug from the mold. This is where I'm glad I used wax. Take this step slowly. Work your way around, separating a little at a time and moving on. There is a trick

I didn't try where you build a Schrader valve into your mold and push compressed air to help release.



Cutting the glass away from the Fiberboard Base



Removing the Fiberboard Base Plates



A combination of wedges and gentle persuasion



The Plug is Released from the Mold

With the mold released from the plug you can see how the surface came out. I can say I was very pleased with the results. The PVA created a mirror-smooth finish which transferred to the mold. This will make a super-smooth finish on the molded nose, saving me from a lot of finish work. I can't see any voids where the wrinkles were. The drips are visible if you really look. But those and any other flaws or voids can be fixed on the mold and while they will not have the same perfect mirror finish, they should not transfer the new nose if you use PVA release agent.

This project is finished for now. That's because there are a few details such as tongue and groove joints that will need to be molded when the final product is made. But this will do for now since I have a mold to work with if I should need to make another.

MINUTES OF THE MEETING

Mohawk-Hudson SCCA Monthly Membership Meeting on April 3rd 2024 at 7:02 PM

Location: Metro 7 Diner

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

Total number of members: 19

Vincent Gentile makes a motion to accept the meeting minutes as published in the March Knock Off, Eric Smith seconds motion and passes

Membership Report - Jim Garry

- 311 Members as of today
- 4 new members since March 1st
- Jon Kirshman - 10 year anniversary, autocrosser and course designer
- Trish Bucci - 15 year anniversary, region management and TRSS co-chair
- Ken Lendrum - 20 year anniversary, member of the Lendrum racing family
- Scott Stickle - 30 year anniversary, active road racer
- Eric Wise - 45 year anniversary, road race worker in grid and pit

Knock Off Report - Chip Van Slyke

- If you have any contributions please try to get them in by the 20th
- Solo schedule published next month
- Another feature on bodywork

Treasurer Report - Paul Malecki

- April 2nd - \$26,086.94
- March bank statement reconciled
- Only March income was \$380 from membership
- \$2,800 check was sent to Whiskey Hill Raceway as a down payment to the MoHud/Patrol TT/HPDE event
- Brought to the Treasurer's attention that other clubs move their nest egg into CDs. Perhaps the Board of Directors or ad-hoc appointee(s) might be given the task of looking into this.

Solo Report - Salvatore Baisley

- Registration is open for Mohud's autocrosses
- Dates are July 21st and 28th and August 11th and 25th at Tech City in Kingston
- PSCC holding lot cleaning party 4/6

TRSS - Salvatore Baisley

- Spring event will be April 21st at Saratoga Auto Museum
- Working with Adam to determine when setup will be on Saturday
- Currently at 20 volunteers
- At 24 students, can use more volunteers

Rally - Ken Relation

- April 14th GTA starting in Rexford
- Starting at Historic Grooms Tavern
- Price is \$25 per team, expect to take about 3 hours
- Registration both online and in-person

Track - Salvatore Baisley

- Deposit submitted for TT/HPDE with Patroon BMWCCA on June 29th at Palmer
- Registration will open soon, cost will be \$325 to SCCA members, there will be a \$30 charge for transponder rental if required
- April 27th Patroon HPDE at Lime Rock Park
- Track Night in America registration open for June events

Road Race - Rich Welty

- First Mohud annual tech party scheduled for April 13th at North Country Subaru
 - No longer have any parking concerns
- Second Mohud annual tech party scheduled for April 27th at Bob Karls
- Additional date at Jim Glass Corvette on April 20th
- NER Drivers school and Test and Tune Friday April 19th at Thompson
- 3 Mohud members attended F&C and fire school, provided value for workers in other specialties
- Palmer on May 11th and 12th will be the season opener for Mohud Road Racing Championship
- NER Trackside Experience July 27th during Race Against Leukemia at NHMS

Old Business

- Sal reached out to Russ about cones. He is reaching out to other region about group buy again
- EJ to look into finding volunteers for financial audit, will likely be in person this time
- Chip is looking for volunteers and cars for the Saratoga Auto Museum Spring Auto Show on May 11th. If available and interested please reach out to him

Motion to adjourn by Vincent Gentile, seconded by Eric Smith and passes. Meeting adjourned at 7:34 PM

Meeting minutes recorded and submitted by Salvatore Baisley



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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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