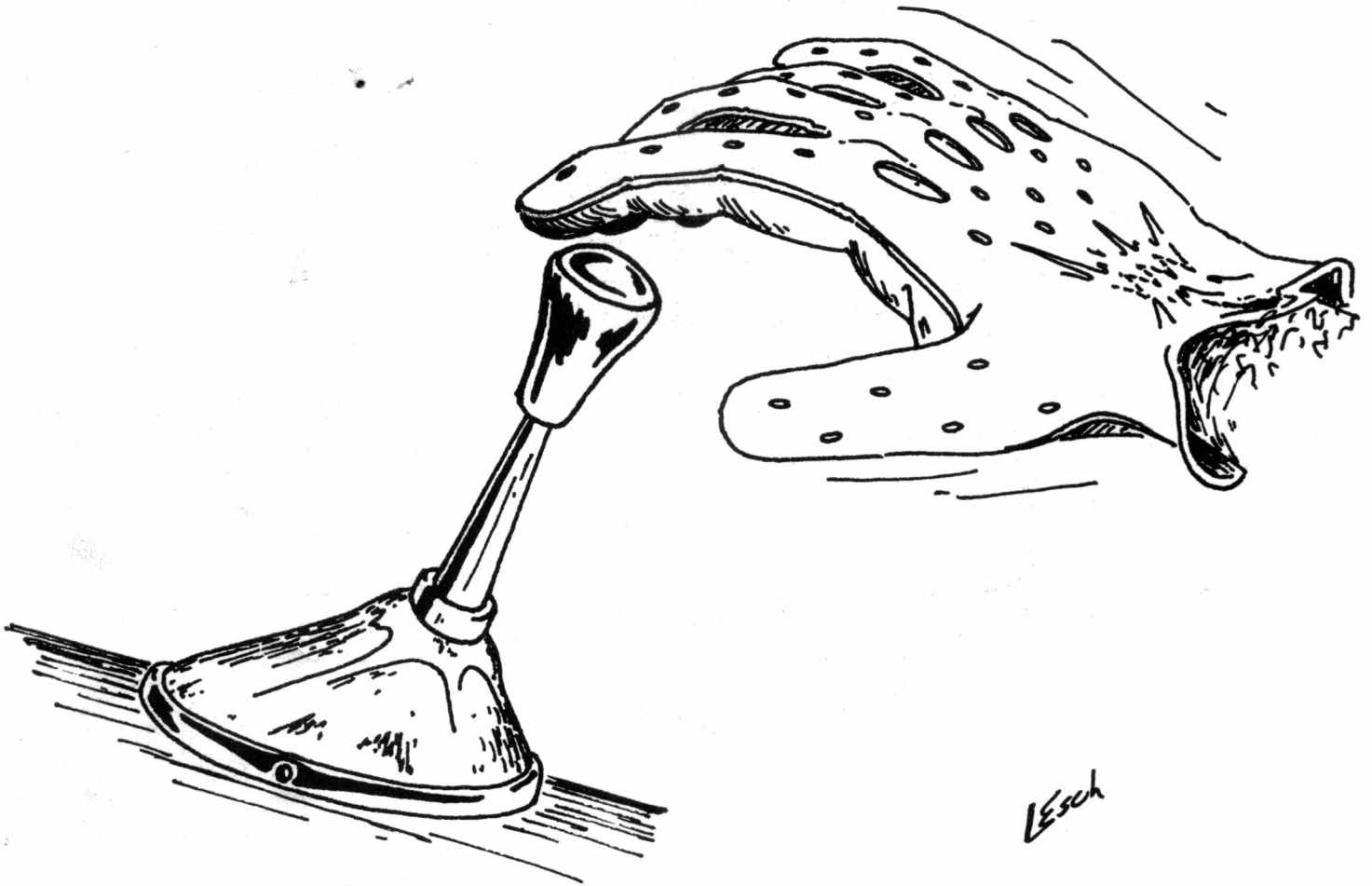


May 64

THE KNOCK OFF



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This newsletter is the official SCCA publication for the Mohawk-Hudson Region. Published once each month, it is dedicated to news, announcements and results of sports car activities in and around this Region. The publication of this newsletter is supported by Regional dues and sponsors. All members are invited to contribute. Deadline is the 15th of each month. Send information to the Editor, Mary Schongar, 4029 River Road, Niskayuna, NY

1964 OFFICERS

REGIONAL EXECUTIVE

Mickey LeVan	65 Southgate Road, Loudonville, NY	ST 5-7980
<u>ASSISTANT REGIONAL EXECUTIVE</u>		
Mac McClumpha	54 Adams Place, Delmar, NY	HE 9-9656
<u>TREASURER</u>		
Bernie Burns	197 Hoosick St, Troy, NY	AS 6-5845
<u>SECRETARY</u>		
Sondra Jacobson	36 Fiddlers Lane, Latham, NY	785-1159
<u>ACTIVITIES DIRECTOR</u>		
Dick Leonard	Van Dyke Road, Delmar, NY	439-5005
<u>MEMBERSHIP CHAIRMAN</u>		
Steve Donachie	Materials Eng., N. Hall, RPI, Troy, NY	AS 3-5346
<u>BUSINESS MANAGER</u>		
Chuck Schongar	4029 River Road, Niskayuna, NY	785-7241
<u>DIRECTOR</u>		
Irma McClumpha	54 Adams Place, Delmar, NY	HE 9-9656
<u>DIRECTOR</u>		
Hank Van Deusen	2 Mill Creek Lane, Cobleskill, NY	AF 4-2082
<u>KNOCK OFF EDITOR</u>		
Mary E. Schongar	4029 River Road, Niskayuna, NY	785-7241
<u>ART EDITOR</u>		
Louis Esch	3 Woodcrest Drive, Scotia	FR 2-4579

MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first Wednesday of each month at the Circle Inn, south of US9, Latham, N. Y. Information regarding the Region and its activities can be obtained from any of the Club Officers.

MEETINGS WILL BE HELD THE FIRST WEDNESDAY OF EVERY MONTH

SCCA MEMBERSHIP

Membership in the SCCA is open to all persons of good character who are sympathetic to the purpose of SCCA. The procedure for joining is as follows:

1. Obtain an official application form from any of the Club Officers.
2. Present it to a Club Officer with remittance for one year's National dues, \$10 in addition to \$3.50 for Sports Car Magazine and one year's Regional dues, \$3.50 - Total \$17.00.

THE KNOCK OFF

MAY 1964

RESULTS OF FUN RALLY HELD AT MAY MEETING

<u>Driver/Navigator</u>	<u>Kicks</u>	<u>Squashes</u>	<u>Time</u>	<u>Total</u>	<u>Position</u>
C Levan/J Peffer	0	0	2:17.4	2:17.4	1
H Flebbe/S Donachie	3	0	6:43.8	DNF	DNF
B Cleiss/D McCaughin	0	0	2:50.6	2:50.6	4
Lois/P Groblicki	11	0	3:14.4	3:25.4	5
Olivia/J Solomon	7	0	8:19.8	8:26.8	12
P Groggins/R Heacox	4	0	2:39.2	2:43.2	2
P Kirch/V Hall	15	2	4:27.4	4:46.4	8
R Gaul/D McClumpha	7	0	2:42.8	2:49.8	3
Mary/C Schongar	0	0	3:52	3:52	6
Klein/VanAlystine	1	1	5:01.4	5:03.4	10
Wayne/Joan Ambrose	4	0	4:45.4	4:49.4	9
Nora/N Morris	6	0	4:31.2	4:37.2	7
E Hopkins/G Birdsey	4	2	3:28.4	DNF	DNF
W Turner/G Prandini	0	0	6:10.4	6:10.4	11

EXECUTIVE MEETING - Circle Inn - May 11, 1964

Whiteface Mountain Hillclimb was discussed at great length - i.e fees, committees, officials. There will be a meeting of officials at Whiteface on Saturday, May 16.

New member was admitted to the Region.

A phone campaign for the May 24th Driver's Clinic was planned. The committee will consist of Ed Martin, Art Frederick and Bob Bailey.

The gymkhana master for the June 7 gymkhana at the Westgate Shopping Center will be Ed Martin. There will be a phone campaign for this event also.

It was decided to charge \$3.50 for the INEC gymkhana to be held August 9. Late registration will be \$4.00.

The charity event for this year was discussed.

There will be an executive meeting on Whiteface organization on Sunday, May 24, after the Driver's Clinic.

Meeting adjourned.

ACTING SECRETARY, Irma McClumpha

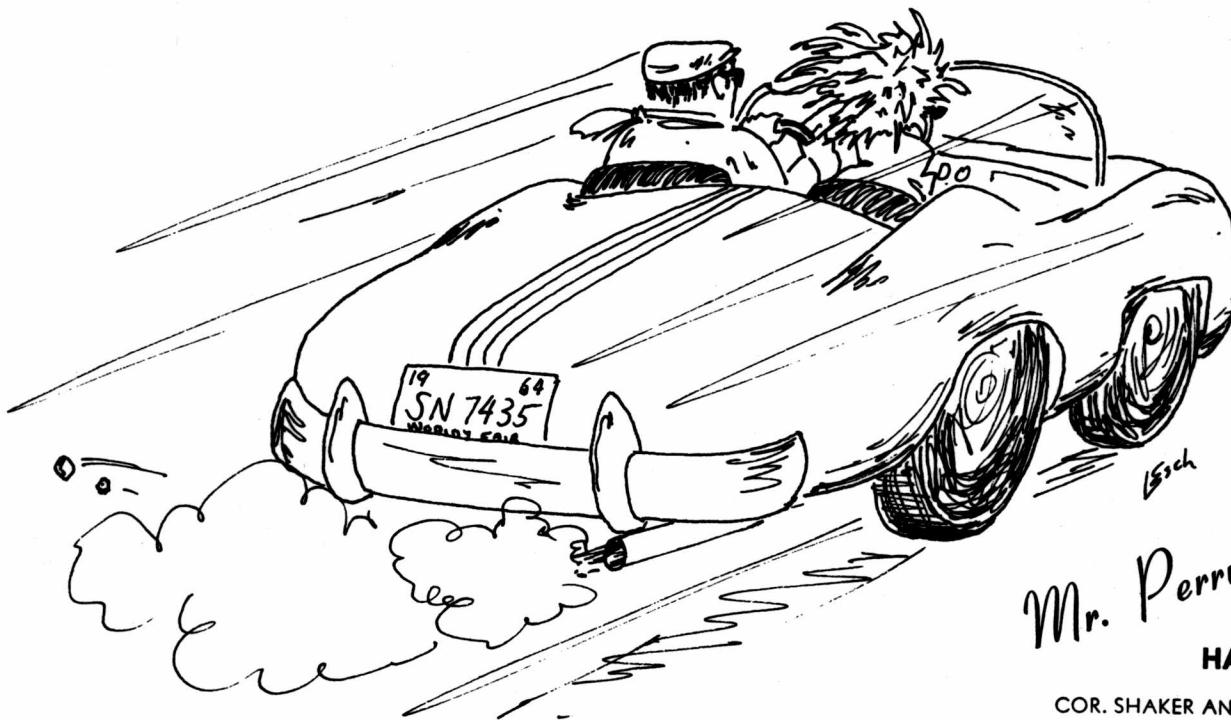
THE KNOCK OFF

MAY 1964

RESULTS OF IDES OF MARCH RALLY

<u>Place</u>	<u>Car</u>	<u>Driver and Navigator</u>	<u>Club</u>	<u>Penalties</u>
1	3	R. Johnson - D. Glassman	RPI	148
2	4	H. Cameron - A. Cameron	SCCA	194
3	10	G. Calamai - M. Daley	RPI	264
4	30	J. Haken - D. Newman	RPI	285
5	29	R. Gaul - G. Gaul	SCCA	305
6	34	A. Frederick - R. Peterson	SCCA	342
7	31	B. Budd - D. North		375
8	17	P. Groblicki - L. Groblicki	AMEC	473
9	14	W. Pangagakos - T. Hillring	RPI	489
10	5	C. Harper - T. Clapes	RPI	496
10	28	N. Morris - N. Morris	SCCA	496
11	33	E. Cleiss - R. Heacox	SCCA	505
12	18	H. Flebbe - E. Hopkins	SCCA	514
13	26	P. Collins - J. Collins	BMSC	585
14	16	J. Wintner - H. Gendel	RPI	597
15	23	R. Claffie - J. Taylor	BMSC	615
16	13	W. Pasquere..a - M. Newman		627
17	1	M. Levan - G. Birdsey	SCCA	656
18	7	H. Bertine - B. Brignull	RPI	662
19	24	A. Cooper - A. Camerlengo	BMSC	670
20	27	H. Barnes - M. Barnes	BMSC	680
21	11	R. Thompson - J. Pepe	RPI	681
22	20	L. Atkin - F. Greenbaum	RPI	710
23	25	B. Sciarra - L. Sciarra	BMSC	761
24	19	J. Macone - J. Devane		765
25	8	R. Meyerson - F. Bernstein	RPI	782
26	21	B. Pyskaldo - D. McDonald		786
27	15	M. Wainer - R. Jennings	RPI	794
28	22	B. Burns - M. Burns	SCCA	825
29	9	P. Pfaffenbach - R. Willsey		847
30	12	R. Dorsch - R. Schaffer	RPI	892
31	2	B. Provski - Z. Wolfskell	RPI	934
32	32	J. Frolich - L. Gijssels	RPI	1062
33	6	B. Smith - B. Smith		D.N.F.

AFTER THE RALLY -- YOU'D BETTER SEE VINCE!



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RESULTS -- MGCC GYMKHANA --5-3-68

Class A

1.	30	1.00.1/5	Porsche	Bob Brown		PCA
2.	64	1.01.2/5	MG Midget	Bob Petersen		SCCA
3.	5	1.01.3/5	MG Midget	Mickey LeVan	EMSC	SCCA
4.	50	1.02.1/5	Sprite	Bob Volans		EMSC
5.	26	1.03.2/5	MG Midget	Phil Raeder		SCCA
6.	43	1.03.4/5	Sprite	Steve Donachie		SCCA
7.	16	1.04	MG Midget	Jack Collins		BMSC
8.	24	1.04.2/5	Porsche	Art Frederick		SCCA
9.	59	1.05	Sprite	John Granito		-----
10.	3	1.05	Porsche	Frank Churchill	PCA	SCCV
11.	34	1.05.4/5	Porsche	Glenn Graves		PCA
12.	2	1.07	Spitfire	Gene Birdsey	EMSC	SCCA
13.	61	1.09.3/5	Berkeley	William Olson		EMSC
14.	15	1.10	Sprite	Richard Eagen		-----
15.	51	1.10.3/5	Spitfire	Stan Eubar		EMSC
16.	42	1.13	Porsche	Bernie Burns		SCCA
17.	29	1.14.3/5	Sprite	Harold Warren		-----

Class B

1.	33	1:02.	Alpine	Jim Langenback		-----
2.	58	1.03	Alpine	Roger Semerad		-----
3.	56	1.03.4/5	MCB	John Weber		AMEC
4.	14	1.04	MGB	Bob Seger	MGCC	EMSC
5.	45	1.04.4/5	TR-3	Roly Heacox	EMSC	SCCA
6.	11	1.05	TR-3	Ed Hopkins		SCCA
7.	52	1.05.4/5	TR-4	Jack Savage		-----
8.	57	1.06	AH	Joel Solomon		SCCA
9.	60	1.06	TR-4	Marty Ormsby		-----
10.	6	1.07	AH	Dave Quickenton		-----
11.	31	1.08	TR-3	Bob Pyskadlo		-----
12.	49	1.08.2/5	TR-3A	Colin Campbell		-----
13.	4	1.09.2/5	TR-4	Karl Scharl	TSOA &	BPRDC
14.	47	DNF	TR-3	Bill Pasquerella		EMSC

Class C

1.	13	1.02.4/5	XKE	Chuck Schongar		SCCA
2.	1	1.03.2/5	MG TD	Ken Davis	MGCC	EMSC
3.	21	1.05	Corvette	Bob Claffie		BMSC
4.	25	1.08.1/5	MGA	Herman VanDerLinden		EMSC
5.	17	1.09.2/5	MG TD	Alfred Cook	MGCC	EMSC
6.	9	1.10	MGA	Bill Cook		AUHV
7.	53	1.10.3/5	Sting Ray	John Camerlengo		BMSC
8.	55	1.12	Sting Ray	Gordon Nichols	MGCC	EMSC
9.	63	124. 4/5	MG TD	Ray Herrington		-----

MGCC RESULTS CONT'D

Class D

1.	41	1.06	Ghia	Dick McCaughin		SCCA
2.	40	1.06	GHia	Leo Blanke		AMEC
3.	48	1.07	VW	John Peffer	EMSC	SCCA
4.	19	1.07	Saab	Butch Sciarra		BMSC
5.	39	1.07.3/5	Saab	Hanns Flebbe		SCCA
6.	12	1.07.3/5	VW	Don Bennett		EMSC
7.	8	1.08	Mini Minor	William Van Alstine		SCCA
8.	20	1.10	Cortina	William Smith		AMEC

Class E

1.	32	1.09	Volvo	Pete VanDercar		----
2.	18	1.11.2/5	Corvair	Bob Demont		EMSC
3.	23	1.11.4/5	Valiant	Dick Cimildoro		----
4.	62	1.13	Ford Galaxie	Bob Wallace		----
5.	22	1.14	Riley Rdstr	Bill Goebel		----
6.	27	1.16.1/5	Dodge	Elwood Murrell		----
7.	26	DNF	Corvair	Bob Bailey		SCCA
8.	32	DNF	Corvair	Stewart Sacklow		EMSC

Class F

1.	46	1.06.3/5	Sprite	Delores Granito		----
2.	7	1.09.4/5	MG Midget	Connie LeVan	EMSC	SCCA
3.	35	1.10.2/5	Alpine	Shirley Langenback		----
4.	44	1.10.4/5	Sprite	Betty Cleiss		EMSC
5.	37	1.13.2/5	Porsche	Shirley Graves		PCA
6.	28	1.17.3/5	Porsche	Shirley Brown		PCA
7.	20	1.21.1/5	Corvair	Lee Demont		BMSC

First Overall Trophy.... Bob Brown - Porsche 1.00.1/5 PCA

First MG Trophy.... Bob Petersen MG Midget 1.01.2/5 SCCA

Only One to get three DNF's award Bill Pasquerella EMSC

Many Thanks to all of you for coming, I hope you had as good a time as I did putting the event on.....

Harold H. Cameron
Pres....MGCC



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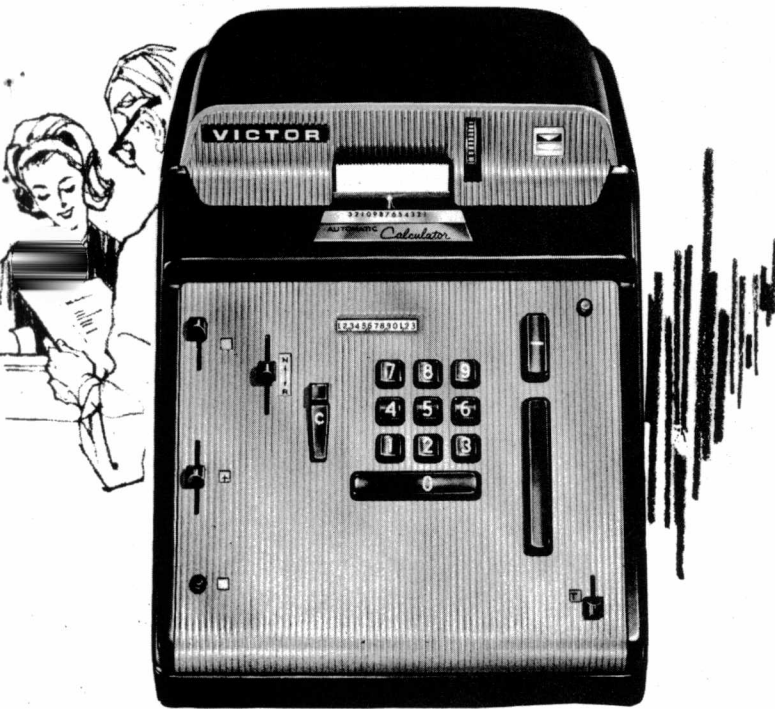
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MEET THE MEMBERS! by Steve Donachie

Harold Cameron
23 Rondack Road
Albany 5, N. Y.

While Harold has just joined S.C.C.A. this year he is a familiar figure in local sports car circles through his long association with EMSC and MG Car Club. For those of you who might not know, Harold drives a blue MGA and is one of the "men to beat" in any gymkhana. Teamed with his wife, Alita, Harold is also a threat in rallies. He's a man who gets a lot of fun out of his car and a welcome addition to Mohawk-Hudson.

John Peffer
23 Rhodes Avenue
Troy, N. Y.

John is another member new to SCCA this year. He is also the latest addition to "Team Suds" gymkhana team. John had been driving a late 59 Healey at these events but has just replaced it with an MGB. John and his wife Barbara plan to waste no time in getting it into competition. They have one child, Mark (3). John is a product improvement engineer for Albany Felt.

Mac, Irma, and Dave McClumpha
54 Adams Place
Delmar, N. Y.

To list all the activities of the McClumphas would take many pages, and it would all be interesting. In the words of Mac (who is our present assistant RE, and a past RE) "we've been going to races for years." Not only do they go to them, they work at them. Mac and Irma are both licensed flag and communications workers. While their children Dave and Diane are not license holders this doesn't keep them from helping at tech and registration respectively. The McClumphas have worked at races at Thompson, Lime Rock, the Glen, Sebring 1963, and a variety of lesser known events such as the Beverly Races. We're sure to see them at more in the future.

Steve Donachie
Materials Eng.
R.P.I.
Troy, N. Y.

Steve is a graduate student at R.P.I. and has been a member for two years. He drives a white 62 Sprite and is our Membership Chairman. He is also writing this feature, and is rapidly running out of people he can contact by phone. So, presently he will be writing you folks that are farther afield in order to scrounge up some information about you. Your cooperation is greatly appreciated.

The STARLIGHT 250 RALLY by Steve Donachie

Why they ever called it the Starlight 250 I don't know. The stars were there all right, but the mileage ran just a wee bit over; like to 310. Joel and I, along with Hanns Flebbe and Karl Scharl made the trip out to Utica for this all night "serious" rally. Both Karl and I were navigating our first rallies so we all opted for novice class. Hanns' odometer didn't read tenths, and their only calculating device was a slide rule so as it turned out their choice of class made no difference. Fifty three cars were registered before the driver's meeting. There we were informed of dangers to come in a manner to make the boldest tremble; "Watch out for Hogback Rd., it's a narrow one lane dirt road with a 150 ft. drop off the shoulder on each side." "27 out of 35 navigators got sick last year." I had news for them. I was sick already. Only 50 cars started of the 53 registered so it seems that some were a bit sicker than I. Nevertheless, with laughter (slightly hysterical) we nonchalantly started on our way at 9:04.

To shorten the story of a long long night, we breezed through the first leg (172 miles) with 125 penalty points on the open controls. Scoring was done on a continuous time basis, so that your time out of a checkpoint was not your time in plus two minutes, but ~~the time you were due in~~, plus two minutes. Woe to them that fall behind. The last control of each leg was of the continental type. If you arrived early you could post any future time that you wished. Anyhow, after waiting 30 minutes for service in the restaurant at the end of leg one we left hungry to get an early jump on leg two, up to the odometer check. Mmmm, do candy bars taste good.

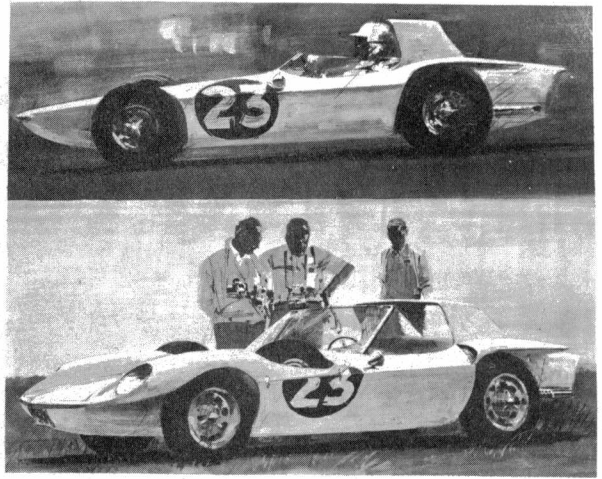
Checkpoint one of the second leg went well. About this time we realized that the roads were not as dangerous as the organizers had declared them to be. We learned later that the organizers are famed for their slight exaggerations. Don't be misled, however, the route was certainly "interesting" to the driver. Meanwhile, back at checkpoint two it looked like another good time. What's this?? Two minutes early?? "How the hell did that happen?" Deciding the watch might not have zeroed previously we waited four minutes instead of two, in order to make up for our error. Next checkpoint, two minutes late. "Damn, go like hell." Next checkpoint, one minute late. Next checkpoint, one minute early. "What the *!&**!! is going on?? "The watch says we're on, they say we're off!" By now we are ever so slightly confused, so in order to set things straight we shrewdly take a wrong turn and wind up five minutes behind. This simplifies things, for now all we have to do is goooo. This Joel did. Down three minutes at the next checkpoint, and clear at the final controls at Oneida County Airport. There we found out that checkpoint 2 had inadvertently disappeared, perhaps by driving off Hagback Rd?? Well, good luck checkpoint 2 wherever you are, but at least we know what happened to those two minutes. We must be pretty far off the pace after that second leg, so we cut out for Pittsfield and BMSC's gymkhana. We wouldn't be able to sleep anyway, would we?? But wait, dear reader' there is a surprise ending (and no one was more surprised than us), for the second leg (after CPL) was thrown out, and we are third overall. Hurray-----ZZZZZZZZZZZZZZZZZZZZ wake me up for next years Starlight 250, ZZZZZZZZZZZZZZZZZZZZZ.

SUPER SPRINT is a dual purpose car; a sports car for every-day use, and a road-racing car with detachable fenders and windshield for competition. All its major mechanical parts are standard Corvair production parts. Engine, transmission, suspension, etc., bolt onto the Super Sprint frame at 11 points and the special body is then installed.

Orders will be accepted for the kit of body and frame from private constructors who will supply their own Corvair parts, or complete Super Sprints will be built to order.

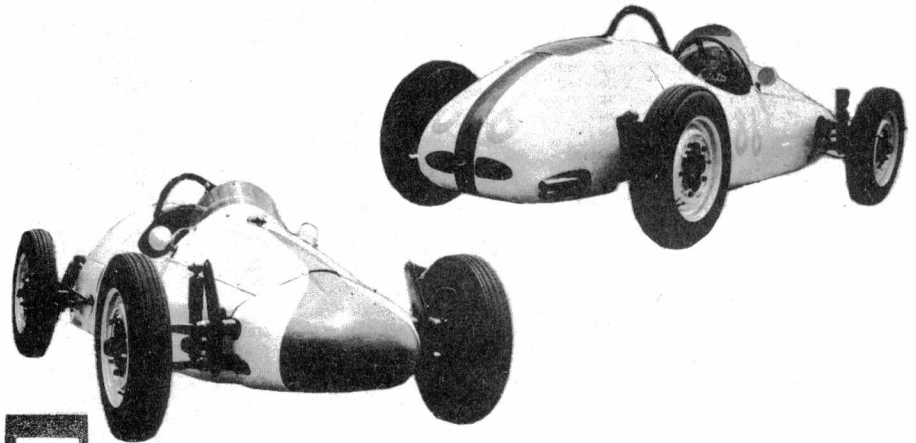
The race car weighs 1350 lbs., will go 140 mph and carries a kit price of \$1200. The sports car weighs 1450 lbs., will go 135 mph and costs \$3800 completely assembled.

Production is scheduled for early summer.



The **SPRINT LUXURY TRANSPORTER**, which is based on the Corvair Greenbriar, is aimed at a market somewhere between the camper and the carriage or town car trade. Large contemporary styled seats make up into beds but interior space (and pocketbooks) are not crowded by the usual campers' stoves, refrigerators, etc. It is designed for families who travel, occasional camper use, and commuters who do something about it. It features unusual space with real head room and creature comfort for 5 to 7 passengers. A rear facing cabinet is designed to house a bar and a TV set reminiscent of accommodations on first class jet liners. Depending on equipment specified, prices run from \$4200 to \$4800.

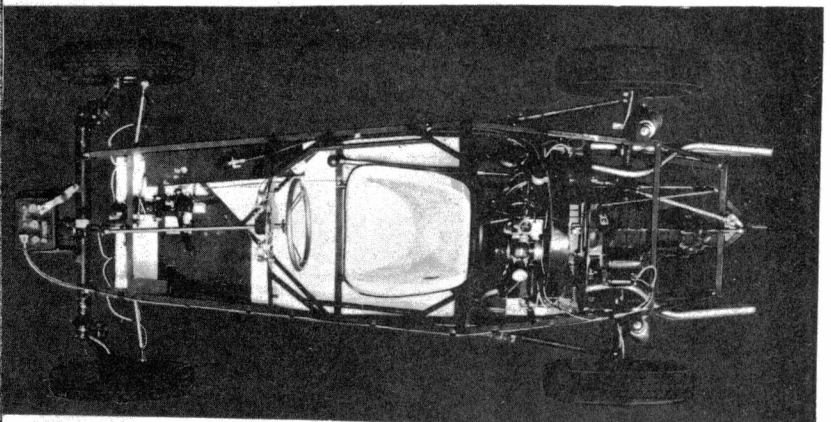
FORMCAR FORMULA V - a "one design" class road-racing single seater is designed around standard Volkswagen mechanical parts. Its purpose is low-cost racing with equal opportunity for victory achieved by driver skill rather than mechanical superiority. The tiny single seaters with a weight of only 825 lbs. will top 100 mph and, despite their prosaic parentage, they lap the shorter racing circuits at highly competitive speeds. Approximately 200 Formcar Formula Vs have been built in less than two years, evidence of their phenomenal acceptance and popularity.



Amateur builders can assemble their own from Basic Kits at \$945 (less VW engine, axles, etc. which the builder supplies), Deluxe Kits with all the parts required at \$1995 or completely assembled ready to race at \$2495.

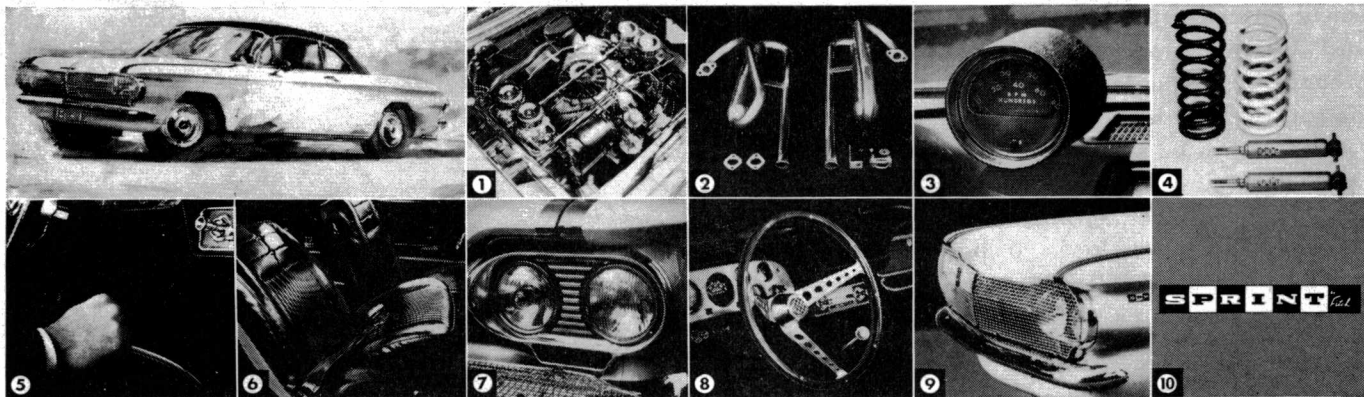
VOLKSWAGEN SPRINT — similar to the established Corvair Sprint, is a popular standard car upgraded by the addition of suspension, engine and other "sports car" refinements to improve handling (consistent with riding comfort), acceleration and all around performance and convenience.

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The Sprint equipment is especially appropriate on the Karman Ghia but all VW owners will appreciate improved passing ability and ride control. Sprint components are available separately permitting the step by step transformation to a VW Sprint.



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2 HIGH EFFICIENCY TUNED SPRINT MUFFLERS

Absolutely essential for free, efficient engine breathing. Eliminates almost all back pressure. Deep sound but not loud. Very simple installation\$44.95

3 SPRINT TACHOMETER LETS YOU GET THE MOST OUT OF YOUR ENGINE

Accurate readings without lag tell you when to shift for maximum power or greatest economy. Transistorized for reliability. Completely self contained and illuminated. With cast aluminum Tach Case for mounting on top of cowl, in black crackle finish\$44.95

SPRINT HANDLING COMPONENTS

4 BIGGEST HANDLING IMPROVEMENT OF ANY SET-UP ON THE ROAD

Specially calibrated rear springs and shocks eliminate wandering in cross wind, pitch, and sway. Takes full advantage of independent rear suspension. The ride is flat and secure. Gives you full use of power improvements. Permits precision driving in complete comfort. Install in one hour. (state year and body style)\$44.95

RAPID, ACCURATE CORNERING WITH FAST RATIO STEERING

A Gran Turismo essential for safe, precise response. Eliminates large steering wheel movements, but does not make

steering tiresome at parking speeds. Will not foul chassis or increase turning circle. Easy one hour installation\$39.95

NEW! STEERING DAMPER ABSOLUTELY STOPS ROAD SURFACE KICK-BACK, SHIMMY

Same type as used on Porsche and Mercedes Benz for greater steering control. Mounts in 30 minutes on steering rod and chassis. Makes rough road driving accurate and easy\$24.50

GONE OVER 15,000 MILES?

You probably need replacement shocks if you have, earlier if you drive with vigor. A set of four SPRINT adjustable shocks will more than restore your car and your pleasure in driving\$48.00 Front or rear pair only\$24.00

DIFFICULTIES WITH YOUR FRONT END ALIGNMENT?

Probably caused by the curious habit of some springs. They sag! New, stock, pair\$9.50 Famous, special SPRINT rear springs only\$21.00 Heavy Duty Suspension Conversion including four springs, four shocks.\$74.50

SPRINT ACCESSORIES

NEW! HEADLIGHT FLASHER SIGNALS YOUR APPROACH BEFORE YOUR HORN CAN

At speeds over 50 mph your horn is almost useless. Flashing head lights is many times most effective. This thin lever puts the control of your headlights a finger length away from the steering wheel, day or night. Complete with all instructions. Mounts to left of steering wheel. Black tip, chrome shaft\$3.95

5 SHORT THROW GEARSHIFT

Reduces shift lever travel by nearly 50%! Gives faster, surer shifting. Can easily improve your acceleration times. Fits both 3 and 4 speed Corvairs. 20 minutes to install. Precision cast aluminum construction\$9.95

6 NEW! TILTING SEAT FOR EXTRA PASSENGER COMFORT

Rallyists are wild about this. Tilting seat allows co-driver to sleep while underway. Excellent for long trips . . . relaxing on short ones. Converts standard Corvair bucket seat in 30 minutes.\$29.95

ADJUSTABLE HEADREST IMPROVES COMFORT AND SAFETY

Particularly useful on long trips, while

greatly improving appearance of interior. Very useful with SPRINT Tilt Seat. Provides extra protection against whiplash injuries. Adjustable for height. Specify color\$21.00

7 QUARTER-MILE PENCIL BEAM LIGHT FOR HIGH SPEED NIGHT DRIVING

Absolutely essential for high speed driving at night. Gives you that vital extra margin of visibility. Replaces left hand high beam unit, eliminating vibration and expense of bumper mount\$8.95

NEW! HEEL TOE BRACKET MAKES DOWN-SHIFTING FASTER, EASIER

It is almost impossible to heel and toe the Corvair unless your legs are made of rubber. Mounts easily over accelerator and is high enough to push with your heel. Doesn't interfere with normal angle of pedal. Five minutes to install\$3.95

8 WOOD RIMMED STEERING WHEEL GIVES GOOD GRIP ON CORNERING

This magnificent mahogany and tempered aluminum steering wheel is custom made to enhance the interior of your Corvair. Full inch thick rim for a real grip. With SPRINT centerpiece. The best available. Imported\$59.00

NEW! TALL MAN'S SEAT BRACKET GIVES EXTRA ROOM

Now the tallest Corvair owner can have all the leg room he wants, with increased leg support and reach. The seat still

adjusts to suit short people.\$5.00

CARPETING FOR COUPE REAR COMPARTMENT

Covers up unsightly "hard" stock finish, eliminates marking. Stops "skating" of luggage in turns. Luxuriant deep-pile carpet is trimmed and ready to put in place. No fitting. Covers back of folded down seat and panels up to rear window. Specify color.\$19.95

9 END CHIPPED FRONT END PAINT, BROKEN HEADLIGHTS

Full width stone guard of heavy chromed wire mesh stops front end stone damage. Hinged on bumper for easy access and mounting. No holes to drill. A must for rallying. Strikingly distinctive.\$49.95

10 THE FINISHING TOUCH: THE SPRINT NAMEPLATE

Heavy, cast aluminum construction. Improves car appearance and value. Mounts easily from the outside. Set of three (two for front fender, one for rear panel) . . .\$75

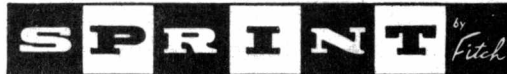
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Enclosed check/money order for \$ **EX 9-8258**

Send parts catalog () Data on complete SPRINT (), Charge plan info ().

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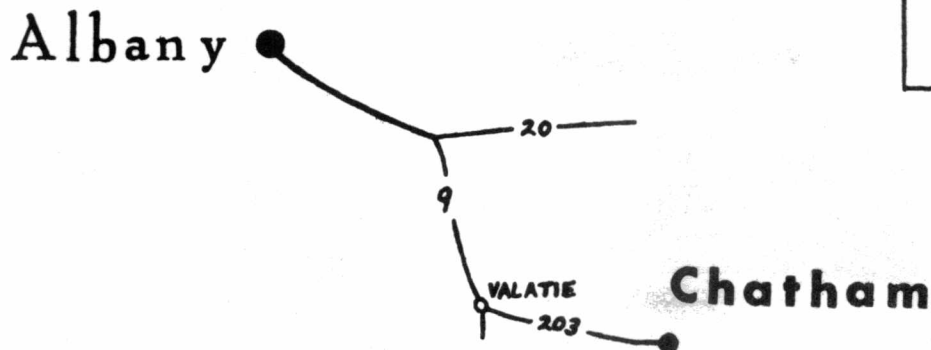
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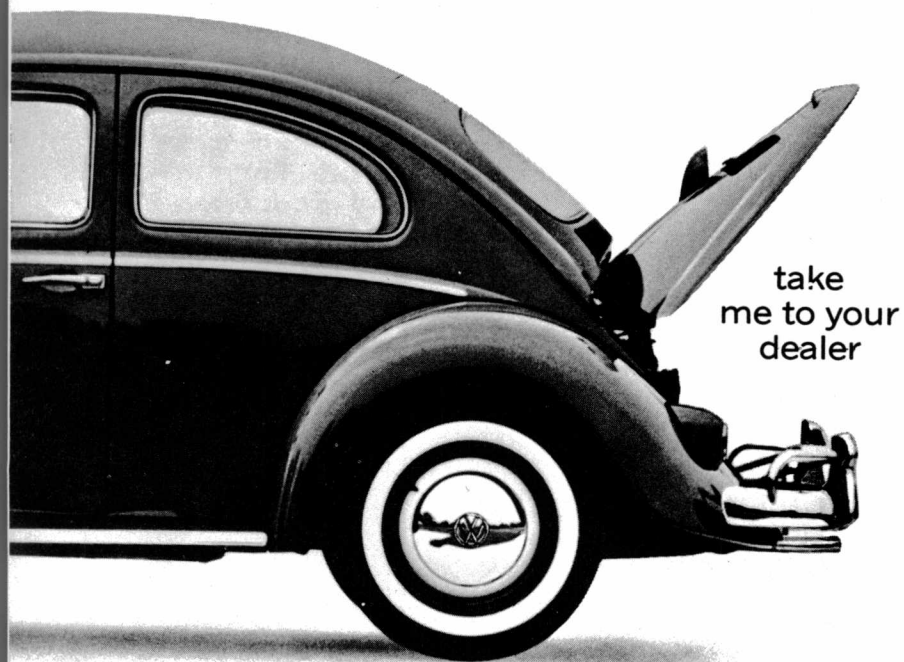
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THE KNOCK OFF

MAY 1964

INEC SCHEDULE

June	5-6	Keene Hillclimb	
	7	Photo Rally	SNY
	7	SCCA Gymkhana	MH
	12-14	Historic New York Rally	FL
	14	EMSC Rally	
	20	INEC Meeting	Syracuse
	21	INEC Gymkhana	FL
	26-28	Annual Grand Prix & USRRC	W. Glen
July	10-12	INEC Driver's School	INEC
	12	EMSC	
	17-19	Mt. Utsayantha Hillclimb	SNY
	19	Concours and picnic	FL
	26	Gymkhana WNY Championship	WNY
	26	Monthly Rally	FL
August	2	Rally	SNY
	9	INEC Gymkhana	MH
	9	Summer Autocross	FL
	15-16	Race	SNY
	16	EMSC Gymkhana	
	16	Monthly Rally	FL
	20-22	Glen classic	
	30	INEC Rally Championship	SNY
Sept	9	INEC Gymkhana	
	13	INEC Gymkhana (tentative)	SNY
	13	Monthly Rally	FL
	19-20	Whiteface Hillclimb	MH
	27	Reg. Rally No. 3	Glen
October	2-4	Grand Prix	
	11	INEC Gymkhana (tentative)	WNY
	11	Rally	SNY
	18	Monthly Rally (Championship) Photo	FL
	31	EMSC Rally	
Nov	1	Memorial Rally	SNY
	15	Monthly Rally	FL
	15	EMSC Hare and Hound	
	22	Reg. Rally No. 4	

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Lightweight Stingray
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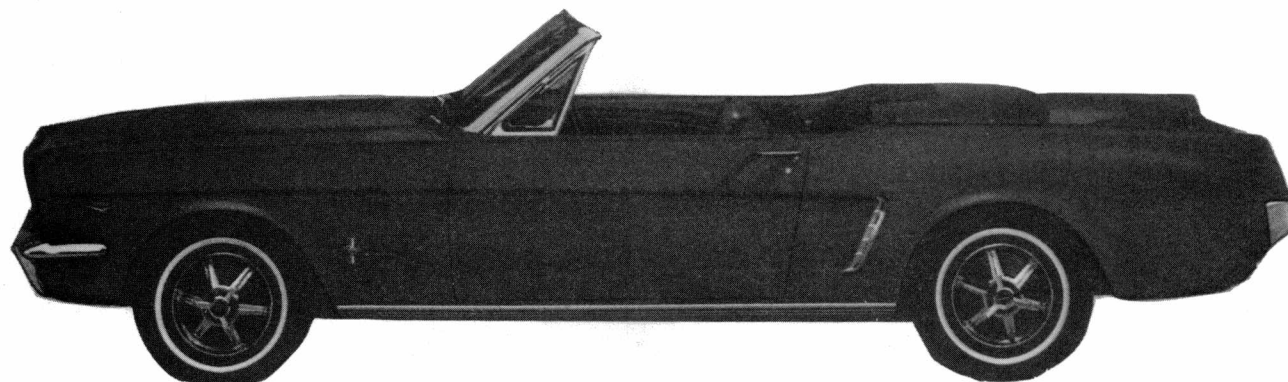
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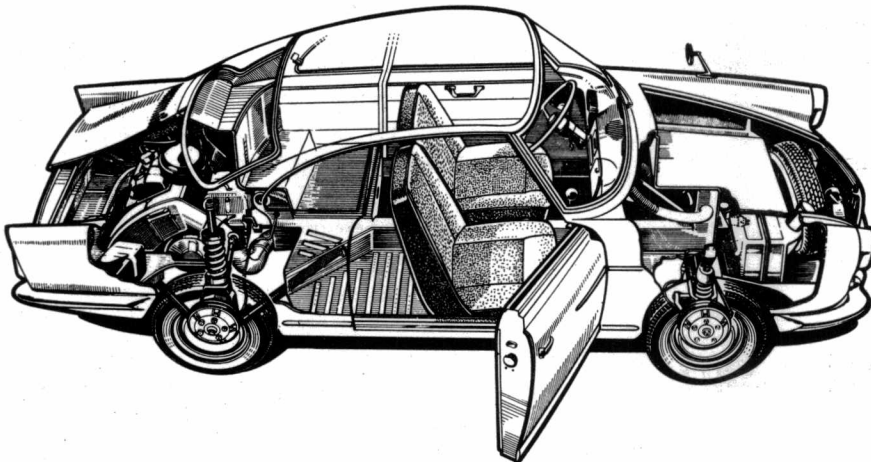
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