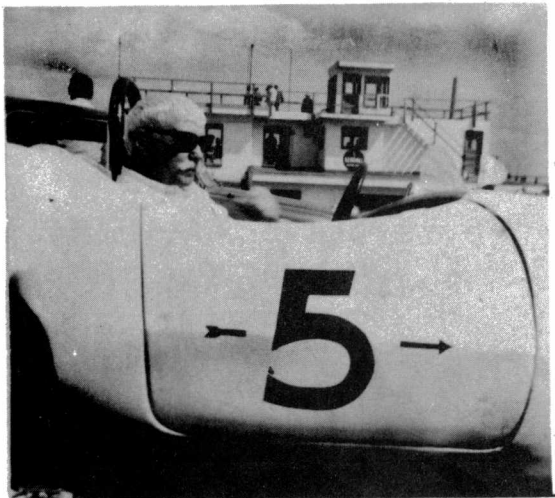


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THE KNOCK OFF is published monthly and is distributed free to members and friends of the Mohawk-Hudson Region of the Sports Car Club of America. Controlled circulation postage is paid at Delmar, New York. All material is dependent upon contributions by members and other interested parties. Material should be mailed or delivered to the editors and will be published in the next monthly issue.

MOHAWK-HUDSON is a local region of the national organization, the Sports Car Club of America. Members and friends meet at 8:30 p.m. on the first Wednesday of each month at the Circle Inn, located on Route 9, one mile south of the Latham Circle, Latham, New York. Anyone wishing information on membership or events may attend our meetings or contact any of the officers listed below. Membership in the Mohawk-Hudson Region, SCCA is open to all automobile enthusiasts residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Rensselaer, Saratoga, Schenectady, Warren, and Washington.

1967 OFFICERS

REGIONAL EXECUTIVE

Gene Birdsey
65 Southgate Road
Loudonville, New York
785-7980

ASSISTANT R.E.

Dave McClumpha
54 Adams Place
Delmar, New York
469-9656

TREASURER

Bernie Burns
197 Hoosick Street
Troy, New York
273-5845

ACTIVITIES DIRECTOR

Bill Morris
1466 Van Curler
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DIRECTOR

Art Frederick
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Chatham 4-4288

DIRECTOR

Phil Raeder
504 Pinyon Drive
Schenectady, New York
355-1057

COMPETITION DIRECTOR

Phil Raeder
503 Pinyon Drive
Schenectady, New York
355-1057

SECRETARY

Judy Bubar
2162-C Eastern Parkway
Schenectady, New York
372-3643

KNOCK OFF EDITORS

Jack & Marcia Merrill
1 Crumitie Road
Loudonville, New York
465-4956

KNOCK OFF PRINTER: Frank Rafferty, Scriven Duplicating Service
3342 Sixth Avenue, Troy, New York

RE

gional Ramblings

In reply to the question as to what happened to the Social Meetings: They will be started in the fall as soon as members have a chance to clean the dirt out from under their finger nails after a busy racing and gymkhana season. I still don't know what happened to Harry Palmer. Also if any one know what happened to the Club's rope, I'd appreciate hearing from you.

There recently have been many reports of poorly organized and poorly managed Hill Climbs put on by clubs other than S.C.C.A. Most of the interest in Hill Climbs in S.C.C.A. came from drivers who are not competition license holders. There are many reasons why they haven't acquired a competition license but the predominate reason is the expense of preparing a road racing car and attending a road racing school in order to compete in Hill Climbs. Let's face it - hill climbing and road racing are different so why not a different licensing procedure. The future of hill climbs may very well depend on it. We all know that S.C.C.A. Regions can organize and manage an event. They have the experience and the know-how. In the best interest of the Sport we can not sit back and let other organizations jeopardize our members and the reputation of automotive competition by poorly organized and operated events. There should be and must be a place in S.C.C.A. for the Hill Climb Driver. Let's start by setting standards for realistic qualifications for hill climb drivers on hill-type courses with cars prepared for this phase of the Sport. Let's bring the Hill Climb driver into S.C.C.A. and provide adequate realistic control.

The one thing we know for sure is that any proposal we have will be carefully reviewed and considered by the administrators of the National Organization. We must make some definite proposals and present the issue. We know that there is definitely a very keen interest in this sport. (No pun intended)

Uncle Gene



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Just back from the closed event at the Glen. (We took the Conbatt Prepared MG-B.) It's all Uncle Gene said it would be! Two days of racing for some, working for others, and honest-to-goodness spectating for the remaining few of us. Mohawk-Hudson was extremely well represented in all categories. Even tho' it costs a buck to work, it was well worth our time. Say, how about that new road from 414 up to the circuit? The State built it, but I can always remember it as a County road. Someone did a good job of lobbying.

The July 4th Regional Race at Lime Rock Park was a 1-1/2 hour sports feature on Channel 17, Thursday night August 3. We both enjoyed it. If you saw it and enjoyed it too, it would be a good idea to write Steve Fitz in care of that station letting him know of our appreciation and interest in such broadcasts.

Elsewhere in the K-O you'll find an advertisement for Bill Turner's Sprite. We're sorry to see Bill pull out of racing after participating in good style for so many years. His decision to withdraw makes for interesting discussion. Try him.

To Mike Gorman, now in Buffalo, we say, "Sorry you're leaving us but we're glad it's not to the airline of the flying indian!!" I'd hate to have to cuss a Mo-Hud member whenever I fly. Our best to him. And keep in touch.

Since ad renewal time is approaching for most of our advertisers, we can only stress, as those before us have, the importance of patronizing our advertisers. And when you do stop in, mention that you saw their ad in the K-O. They appreciate it; and so do we, when we ask for each renewal. Although this publication will never be self-supporting, it is desirable that some portion of the printing expense be paid through advertisements. This is a well known fact. Yet, unless our advertisers feel the expense is justified, renewals will not come. So, please, patronize our sponsors.

As always, articles are desperately needed. Give us your contribution at the next meeting.

Jack & Marcia

GYMKHANAS

By Bill Morris

1967 INEC Championship

This year a championship run-off gymkhana will be held by INEC to determine the class champions. A fair amount of confusion still reigns, but the run-off gymkhana will probably be held September 23 and 24 at the State Fair Grounds in Syracuse. An alternate site is the Xerox parking lot in Rochester. A definite site and date will be picked at the September 9 INEC meeting. Each of the six INEC Regions in S.C.C.A. will be invited to send three participants in each class to this event. With six Regions, ten classes, and three participants per region per class, there could be a total entry of 180. This will probably mean running half the classes on Saturday, and the other half on Sunday. The event will be run by INEC, not any one particular region, and the proceeds will go to the INEC treasury. Runs will be made one class at a time; a class will complete all of its runs before the next class begins. Cars will be classified according to the 1967 INEC rules, which is what we have been running all season long. Modifications will be permitted to the extent authorized in the GCR and PCS (exceptions to the GCR are noted in the 1967 INEC Rules, see March 1967 Knock-Off). Those from our region who participate in the run-off will find the competition keen, but not overbearing. From what I have seen, Mohawk-Hudson should come out pretty well.

The INEC SERIES Next Year

Looking ahead to next year, we should be discussing possible changes and alternatives in the INEC Gymkhana series. In 1966, there were a total of 8 gymkhanas put on by 5 Regions that decided the champions. Mohawk-Hudson participation in the out-of-town gymkhanas was hardly enthusiastic, but 50% of those who did brought back Championship Trophies (2 out of 4). 1967 looks like a more successful year for us, and there is the possibility of further expansion in 1968.

Our future involvement in gymkhanas in general and the INEC series in particular depends on the enthusiasm and response of the members. How many are interested enough in gymkhanas to participate? Does their enthusiasm subside if it involves traveling, say, 150 miles on several occasions? What about a challenge or cooperative series with another club like Central New York Region or BMSO? As Activities Director, I shall welcome all comments and suggestions on this topic.

FORCES-ADHESION+HANDLING

by Stan Bubar

PART I

The purpose of this dissertation is to acquaint the novice sports car driver with the basic rules of handling an automobile under other than normal driving conditions. It should be borne in mind that while most of the following is basic and indisputable, some is the author's personal opinion; the reader may well hear other opinions and should decide for himself. This decision should be based on the physical laws governing the motion of the automobile, the basic handling characteristics of the car in question and the driver's basic technique. The human being is usually the most easily modified of these three factors, and thus where a major disagreement exists the driver would do well to modify his technique.

When discussing control of an automobile it is well to reflect on the fact that all control, as well as all motion, is determined by these four small patches of area where the tires meet the roadway, and the frictional forces that these areas are capable of transmitting. The first thing to remember here is that tires do not "grip" the road in any fashion, regardless of what the ads say.

The situation is basically one of simple friction between a piece of rubber with a weight on it, and the road. As any simple physics book will tell you the maximum frictional force (F) transmittable and the weight (W) may be related by the static coefficient of friction (K) characteristic of the two materials making contact. $F = KW$, where K usually has a value from .5 to .8 for car tires on concrete.

This simple physics book will also tell you that the size of the contact area and the direction of motion have no bearing on F . A car sitting with all four wheels locked requires about the same force to pull it forward as to pull it sideways. Putting wider tires on the car changes nothing if all other factors remain the same. The presence or absence of tread likewise has little effect on this force requirement.

When you start pulling on this car with locked wheels you'll find that it takes a much greater force to get the sliding started than it takes to keep it sliding. Once the sliding motion is established, the force required is determined by the kinetic coefficient of friction, which is much smaller than the static coefficient of friction. Now consider a car which has to make a sudden stop. This stop must be accomplished by a force exerted in a forward direction by the tires on the road. As the brakes are applied, this force is increased until $F=KW$ (W = weight of car on that wheel); F can be no larger than KW . Pressing harder on the brake locks the wheels, thus the smaller, kinetic coefficient of friction now governs the situation. The retarding force applied to the road is now less, and it will take a greater distance to stop.

Forces, Adhesion and Handling

Continued -2-

That's not the worst of it! Previously it was pointed out that the force required to pull the car sideways was the same as that required to pull it forward if the wheels are locked. Think a moment! This means you can't steer an automobile with locked wheels. Thus by slamming on the brakes as most drivers do in an emergency, they not only take more room to stop than necessary, but lose all steering of the vehicle. If you learn nothing else from this, learn never to slam on your brakes.

Now consider accelerating from a standstill. As long as the wheels are not spinning, the force transmitted to the road is limited by the static coefficient of friction. If the wheels spin, the kinetic coefficient of friction prevails, and the maximum transmitted force is smaller. Force is defined as the product of mass and acceleration, $F = ma$. The larger the force for a given mass, the greater the acceleration. Therefore it should be obvious that spinning your wheels is not the fastest way to accelerate. The driver should apply as much torque (seen as force at the tire-road interface) as possible without breaking traction. This requires practice, but it not only gives better acceleration, it saves rubber.

High powered racing machines face a different situation. They cannot slip their clutch as much as the ordinary sports car because it will burn out quickly due to the tremendous power being applied. Many a race car has burnt up a clutch right at the starting line, and never left it. Tires are cheaper and easier to replace than clutches, and the fraction of a second lost at the start by spinning the wheels is not as critical in a race lasting half an hour or longer as it is in a one minute gymkhana run.

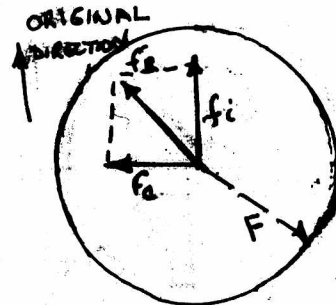
Look again at our parked car, and now release the brakes. Apply a sideways pull and nothing happens until the pull (F) increases to KW again. Pull the car forward, and the car will move easily due to rolling of the wheels under forces much smaller than $F = KW$.

Now picture the car moving steadily in a straight line forward. The rear wheels are driving, pushing the frame which in turn carries the front spindles on a suspension system of sorts. The front wheels move along the road because they are pushed along by the spindles through their centers. The rotation of the front wheels is caused by a small frictional force (f_r) acting rearward at the tire-road interface. This force is nearly constant for any constant speed regardless of the angle the wheel makes with the direction of motion of the car so long as the tire isn't sliding. It may be shown that the instantaneous force system is ($f_t \cos \theta = f_r$) where f_t is the total resultant frictional force at the tire-road interface and θ is the turn angle between the wheel and the car. As this angle increases, f_t increases until $f_t = F = KW$. At this point, the tires are at their limit of traction. Further increase in turn angle causes a slide with f_t dropping as the kinetic friction coefficient becomes controlling. Then as θ increases, f_t is constant, $\cos \theta$ decreases, f_r decreases, and the wheel slows down even though the car may continue at the same speed due to the power applied at the rear wheels.

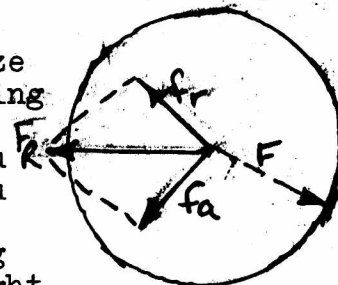
Forces, Adhesion and Handling
Continued -3-

As the car actually begins to move around a turn this force system is further complicated by a centrifugal force tending to shunt the whole car sideways, out of the curve. This force also becomes a part of the frictional forces at the tire-road interface, decreasing the amount of turning, braking, and driving forces that may be applied. This force $f_c = \frac{m V^2}{R}$, where m is the mass of the automobile, V is the velocity, and R is the radius of the turn.

The forces acting at the tire-road interface may be represented by a force diagram where f_c is the centrifugal force due to the right-hand turn, f_i is the inertial force on a front wheel, and F is the maximum allowable force for that wheel. f_r is the resultant force of f_i and f_c . The difference between F and f_r is the amount of leeway before you slide. Now let's assume the car is front wheel drive, and the driver accelerates hard, generating a force f_a backwards, in the direction the wheel is pointing. This yields a new resultant force F_r which is greater than $F = KW$, and therefore the wheel slides. This brings up the major disadvantage of front wheel drive in high powered automobiles. With acceleration, there is a weight shift off the front wheels, so that W decreases and the allowable force $F = KW$ also decreases just when you want it most. With rear wheel drive on the other hand, W for the driving wheels increases therefore F increases, upon acceleration.



So far the discussion has been in terms of a single wheel. It is important to realize that the total force keeping a car from sliding in a turn is the sum of the F 's from each of the four wheels. This does not mean that you are adding tractive area!!! For those of you who don't believe that wide tires offer no more friction, picture the following, keeping in mind that in normal driving the car's weight is approximately evenly distributed on all four wheels.



You're driving down the road through a gentle right hand curve, at a speed well below the limit of the car and tires. Suddenly your right front wheel runs over a patch of wet ice. Your car will make a sudden lurch to the left because it has lost nearly 25% of its traction due to the very low coefficient of friction for rubber and wet ice (less than 0.1). Now consider the Lotus Cortinas. They are noted for rounding curves with their front inside wheel off the ground. A 25% loss in tire-ground contact area with no loss in traction and no lurching. The difference here is that the Lotus Cortina had shifted all its weight to the three remaining wheels so that total $F = KW$ is still satisfied even with the 25% drop in contact area. Wide tires are helpful to a high performance automobile for other reasons, which will be discussed shortly.

Forces, Adhesion and Handling

Continued -4-

We have all heard the old story that a heavier car holds the road better than a light car. Let's examine this. We have seen that the major force tending to make a car slide in a turn is the centrifugal force $f_c = \frac{m v^2}{R}$. We have also seen that the restraining friction force is $F = KW = Kma$ where a is the gravitational constant. Note that these forces both contain m , the mass of the car. If you double the mass of the car, you double the centrifugal force tending to make it slide. Doubling the mass means doubling the weight, and if you double W , you also double F , the restraining friction force. Thus total weight of a car has nothing to do with road holding. The way this weight is distributed however, is very important.

--- This article will be continued in the next two Knock-Off issues. ---

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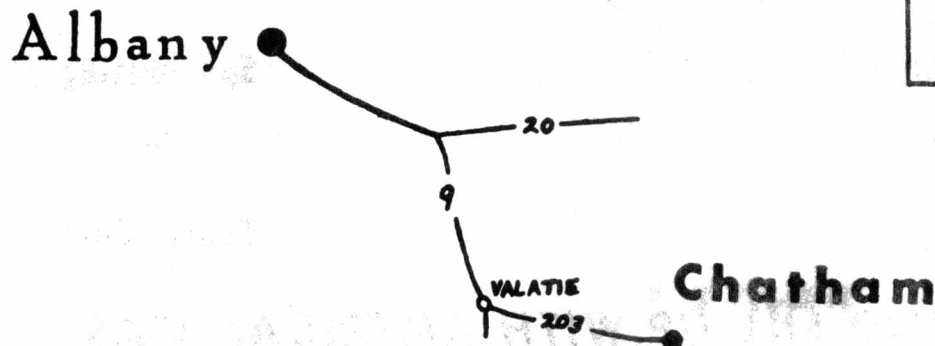
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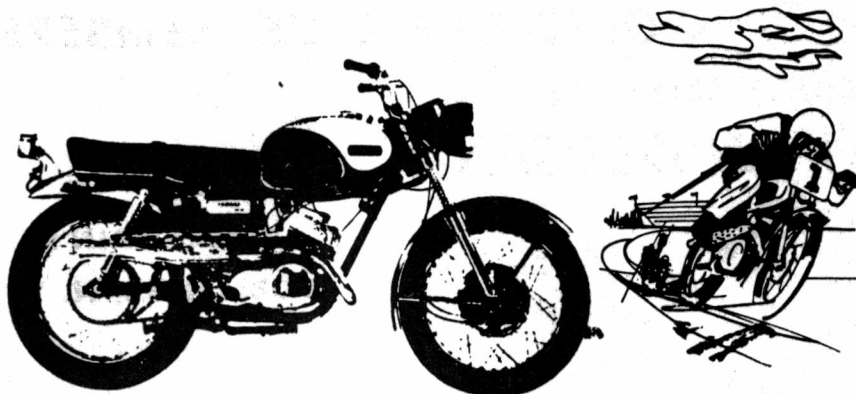
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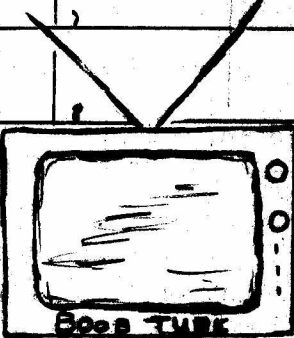


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"Tonight we again ask your participation in a subject that is near and dear to all of us: CLUB PARTICIPATION and MEMBERSHIP. In our New York studio we have gathered as a select test group fifty (50) members of the Mohawk-Hudson Region of the Sports Car Club of America. Excellent group participation is of the utmost importance to this organization as they sponsor and organize auto races and other sports car events during the year. The results must be the beneficiary of many volunteer hours spent by members, without any financial reimbursement."

"Answers will appear opposite each question. Read each set of questions and possible answers carefully. Then select your answer before referring to the Test Group results."

"Let us begin the test."

TEST, Con't

"New members are extremely important to any club. Their participation thru membership can 'make or break' an existing club."

QUESTION #1 When considering joining an organization, members should first consider:

- A. The number of single men and women
- B. The potential of profiting financially or politically in the club
- C. Is the club's interest your interest
- D. Is the club a formidable and reliable organization or just another fly-by-night ad hoc group

QUESTION #2 Your investigation of a Club such as SCCA should be conducted in the following manner:

- A. Attend meetings for two years before joining
- B. At the next red light, hold an impromptu drag race with a sports car carrying the SCCA Badge
- C. Get a member drunk and pump for information
- D. Hold an open party

QUESTION #3 To prepare yourself for your first meeting where you will "look around" and be "looked at" you should:

- A. Rent a Hertz Shelby GT 350
- B. Drink during the afternoon prior to the meeting
- C. If a woman - Go out and buy a mini-skirt
If a man - A suede jacket
- D. Take out a bank loan to buy drinks for all members

QUESTION #4 At your first meeting you should:

- A. Brag about your Shelby GT 350 (rented from Hertz)
- B. Brag about your Porsche 912 you left home
- C. Offer to buy a member's old car
- D. Get drunk

QUESTION #5 You will have been rejected by the Club if the following occurs:

- A. No one talks to you
- B. A club member sells you their old car
- C. A club member asks to drive you car and you let him
- D. No one thanks you for the booze you buy them

QUESTION #6 You will have been accepted by the Club if the following occurs:

- A. No one talks to you
- B. They make you an officer at the next meeting
- C. Someone asks you about "safety"
- D. No one thanks you for the booze you buy them

ANSWERS - TEST, Con't

QUESTION #1 When considering joining an organization, members should first consider (C) If the club's interest is your interest. Your interest can be met by either (A) or (B).

Our test group of 50 in the studio in New York City was split in the following manner:
(A) 12 (B) 28 (C) 3 (D) 7

QUESTION #2 Your investigation of a Club such as SCCA should be conducted by (C) Getting a member drunk and pumping him for information. In this way, the member is happy as you have provided him with free booze and you've gathered some background material for your decision.

Test Group results:
(A) 18 (B) 2 (C) 25 (D) 5

QUESTION #3 To prepare yourself for your first meeting you should (B) Drink during the afternoon prior to the meeting. If you do, you will probably do (A), (C), and (D).

Test Group results:
(A) 16 (B) 10 (C) 14 (D) 10

Obviously, the members want to drive the GT 350.

QUESTION #4 At your first meeting you should (b) Brag about your Porsche 912. Well, they can't prove you're lying!

Test Group results:
(A) 1 (B) 1 (C) 24 (D) 24

Half of the members have old iron they want to sell; the other half want to drink.

QUESTION #5 You have been rejected by the Club if (C) A club member sells you their old car. They sure won't want to see you around again!

Test Group results:
(A) 19 (B) 13 (C) 12 (D) 6

"Silence is golden"

QUESTION #6 You have been accepted by the Club if (C) Someone asks you about "safety". It seems to be the "in" thing to talk about.

Test Group results:
(A) 0 (B) 23 (C) 22 (D) 5

Part of the organization will talk safety - the other half will promote their feelings by offering you an "elective position."

"One of the most important elements in any organization is the leadership."

- QUESTION #7 Members should be elected officers because they possess the following qualities:
- A. A large bank-roll to keep the club going financially
 - B. Be a "mild mannered reporter, fly through the air, and wear blue leotards
 - C. The ability to virtually control a meeting without interference from the general membership
 - D. A stand on racing safety

- QUESTION #8 Officers should be selected by:
- A. An ad hoc committee of past officers
 - B. The executive committee
 - C. The retiring officers
 - D. The general membership

- QUESTION #9 The officers should represent:
- A. Particular interests
 - B. Their friends
 - C. The broad membership
 - D. Themselves

- QUESTION #10 Those members disagreeing with the leadership should:
- A. Bring these differences out at a general meeting
 - B. Keep them to themselves
 - C. Talk individually to an officer
 - D. Organize a "behind the scenes group" to fight the officers

- QUESTION #11 Members should resign from the club because of the following reasons:
- A. No reasons are that important!
 - B. Passing out at the bar after a social meeting
 - C. More emphasis being put on certain events than others
 - D. Disagreement with the leadership

- QUESTION #12 Once a member resigns, he should:
- A. Still attend the meetings
 - B. Contact the membership through a form letter telling them the reason
 - C. Join another club with similar activities
 - D. Intimidate the members any way he can

ANSWERS - TEST, Con't

QUESTION #7 Members should be elected officers because they have (B) a resemblance to a comic book character.

Test Group results:
(A) 1 (B) 0 (C) 24 (D) 25

Other than the Treasurer, the "Haves" and the "Have-nots" stand divided.

QUESTION #8 Officers should be selected by (D) The general membership.

Test Group results:
(A) 1 (B) 1 (C) 24 (D) 24

There seems to be a slight problem with our statistically controlled group.

QUESTION #9 The officers should represent (C) The broad membership. By doing so they insure their re-election.

Test Group results:
(A) 8 (B) 8 (C) 26 (D) 8

The question here seems to be, are you a friend, an officer, an interested party, or just a member?

QUESTION #10 Those members disagreeing with the leadership should (A) Bring these differences out at a general meeting.

Test Group results:
(A) 25 (B) 0 (C) 0 (D) 25

QUESTION #11 Considering the answer to Question #10, members (A) should not have to resign for any reason.

Test Group results:
(A) 25 (B) 0 (C) 0 (D) 25

QUESTION # 12 Once a member resigns, he should (C) join another club with similar activities. Afterall, we're a club conscience world!

Test Group results:
(A) 18 (B) 4 (C) 16 (D) 12

It seems that some of our Test Group are not official card carrying members of SCCA.

TEST & ANSWERS, Cont

"The events which a club sponsors are a success only when the members participate to their fullest."

- QUESTION #13 Members should participate by:
- A. Only working in those events which interest them
 - B. Helping out in some way at all events
 - C. Pay their dues and let the others work
 - D. Go to the events; drink and "make mary" (sic)

- QUESTION #14 Co-operation on a member's part should be:
- A. Only with his close friends
 - B. Non-existent
 - C. Only provided when his own interests are rewarded
 - D. Forthcoming - whenever and wherever requested

"As members of a volunteer organization, your relationship with the other members and your working relationship is most important."

- QUESTION #15 Do you feel that the other members of your organization:
- A. Are helpful and easy to get along with
 - B. Incredibly inferior to you
 - C. Are jealous of your car, your wife, your home, your job, your intelligence, etc., etc.
 - D. Part of a conspiracy to overthrow the Government!

ANSWERS TO QUESTIONS #13, #14, and #15.

- QUESTION #13 Members should participate by (B) Helping out in some way at all events. It is only in this way that an organization such as SCCA can survive.

Test Group results:
(A) 0 (B) 0 (C) 25 (D) 25

- QUESTION #14 Co-operation on a member's part should be (D) Forthcoming, whenever and wherever requested.

Test Group results:
(A) 12 (B) 25 (C) 12 (D) 1

QUESTION #15

Due to a wild outbreak of fighting between members of our New York Test Group, this test will be cancelled until further notice!



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July 7, 1967

Mr. Colin Chapman
Lotus Cars Limited
Delamare Road
Cheshunt, Hertfordshire
England

Dear Mr. Chapman:

In October 1965 I bought a 1966 Lotus Elan. In the ensuing 21 months we have put over 38,000 miles on the car and have been very impressed with its dependability and ease of driving, to say nothing of its performance.

A problem has arisen however! In March of this year Mrs. Bubar presented me with a beautiful baby daughter, and while the Elan is a very fine machine, it is beginning to get just slightly cramped. I have no intention of parting with my Elan, but clearly, something must be done! I have been told that you have a 2 plus 2 in the works. Would you please advise me as to performance, specifications, availability and price? Please hurry before I'm forced to purchase a Mustang (ick!).

Sincerely,

Stanley Frederic Bubar

2162 Eastern Parkway
Schenectady, New York 12309

P.S. Why did you name your cars "Lotus"? It is a rather unique name.

18th July, 1967.

S.F. Bubar, Esq.,
2162, Eastern Parkway,
Schenectady, New York 12309.

Dear Mr. Bubar,

Mr. Chapman thanks you for your letter of the 7th July and asked me to assist you in your quest.

I can go further and say that the British public, at least, will be enjoying an opportunity to purchase a new Lotus product capable of taking two adults and two twelve year old children in great comfort at least 1,000 miles at a time. The performance and handling will be as good as the Elan, but until we can get through the exhaust omission and Federal safety requirements for this car I cannot see one being delivered to the United States much before next June unless you get an order in now for shipment to the United States before the regulations apply. As you know the safety requirements and the pollution regulations only apply to cars manufactured after the 1st January, 1968.

Continued

Dear Mr. Bubar,
Continued

We imagine the car selling in the United States for 5,400 dollars and at this stage before the release of full details on the 1st September a 1,000 dollar deposit should secure a car, for direct shipment, delivery October.

Yours faithfully,
/s/ Graham Arnold,
Sales Director.

NOTE: N.Y.S. law applies to all cars manufactured after June 30, 1967 and designated 1968 or later!

→ Calendar of Coming Events

- Aug. 13 Mohawk-Hudson Gymkhana - INEC # 4
Registration: 12 Noon - Two Days
- Aug. 12 & 13 S.C.C.A. Regional - Budge Hampton
- Aug. 19 & 20 S.C.C.A. Nationals - Glen Region - Watkins
- Aug. 19 & 20 S.C.C.A. Regional - N.E. Region - Bryan
- Aug. 26 S.C.C.A. Regional - N.N.J. Lime Rock
- Aug. 27 EMPIRE Rally - (details - see Bob Lynn)
- Aug. 27 Grand Prix of Canada F1s Mosport, Canada
- Aug. 28 M-H Region Executive Meeting 8:00 P.M.
Circle Inn, Latham
- Sept. 2-3 S.C.C.A. National, N.E. Region - Thompson
- Sept. 6 S.C.C.A. Meeting - Mohawk-Hudson
Circle Inn, Latham - 8:30 P.M.
- Sept. 10 Mohawk-Hudson Gymkhana - INEC # 5

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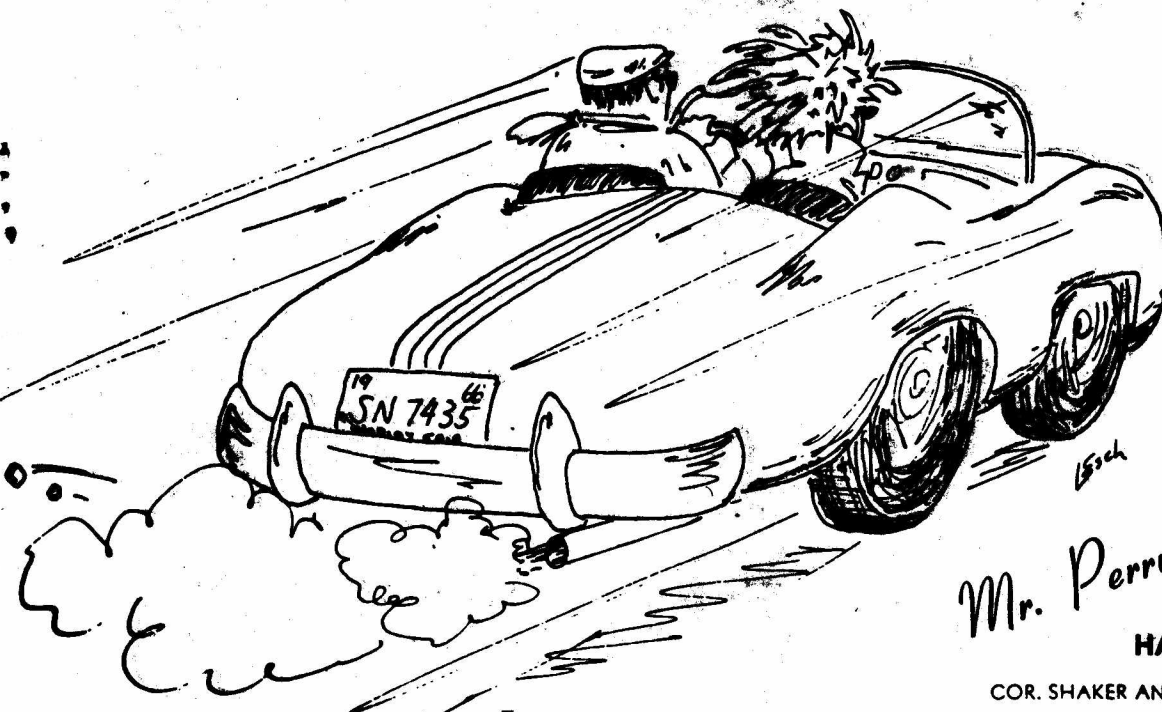
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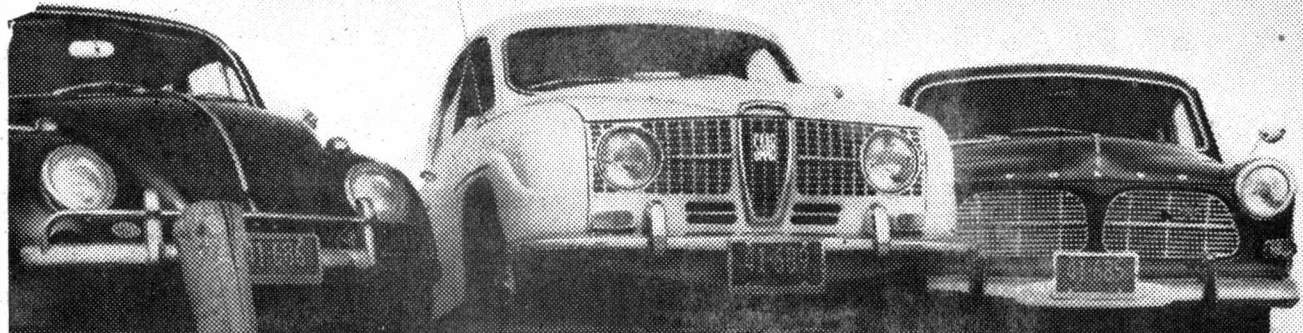


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