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November 2012





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Anzeiger

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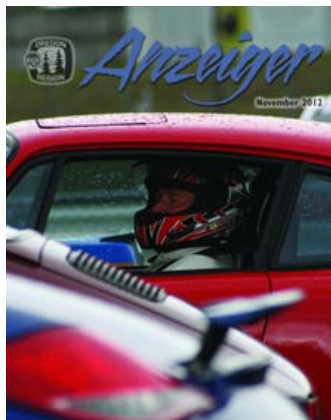
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ON THE COVER

In the grid at a rainy October Autocross at PIR. Photo by Bob Schatz

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. For more information, see page 30.

Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.
2. One who informs.

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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year.

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Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

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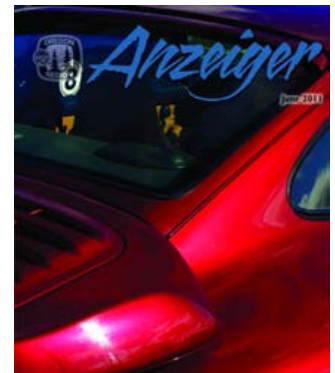
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Oregon Region Events 2012



November, 2012

4 Autocross Awards Banquet

13 Board Meeting

14 Monthly Club Dinner and Social

December, 2012

2 Holiday Party

11 Board Meeting

2012 Holiday Party

**Sunday,
December 2, 2012
5:30 - 11:00 p.m.**

*One
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**See complete details
on page 24**



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November Board Meeting Features Varied Topics

The rains have begun and the skies are grey, but driving is still fun in the fall. You simply need to raise your windows and drive to a fun destination. This time of year also gives you the opportunity to visit the track and learn about driving at the limits of adhesion when the asphalt is wet. Finally, your favorite repair shop should be able to schedule your car in much easier this time of year after the inevitable summer crush!

Our next board meeting is at 6:30 p.m. on the second Tuesday this month, which is November 13. Join us at Dangs Thai Kitchen in Lake Oswego which is in the downtown area with the main entrance off of Highway 43 just North of Avenue A. We would love to hear your thoughts during the “Opens” at the end of the meeting.

At the next meeting we have several interesting items on the agenda. Kim Taylor will be bringing the newly refurbished annual awards trophies for us to enjoy. These will be stored in a climate controlled environment at the home of Secretary Joe McQueen. She will also update the board regarding her team’s ideas to better promote Drivers Education events next year. Bob Schatz and Eric Wishan will share with us the newly designed and printed ORPCA windshield cards that we will all place on Porsches we see parked around the city without visible PCA stickers.

Also at the meeting Bob Schatz will review the progress of the *Anzeiger Annual*. Doug Twitchell will give us an update on the status of the 2013 Calendar that will be mailed out in December in the same envelope as the club Directory and *Anzeiger Annual*. Gary Chapman will update us on the new Autocross wireless timing equipment that his team is requesting as part of the 2013 budget. Gary is also going to report on his research with E. C. Mueller regarding club sponsors that might be interested in attend the monthly dinner socials and sharing a little about what they do with members. *(Continued on next page)*



Fall driving can be “wet and wild!” Photo by Mike Pinto

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

On Sunday, November 4, the Autocross awards banquet will be held to name the annual winners of the various racing classes. Our monthly dinner meeting will be held November 14 and is a fun and relaxing way for new members to introduce themselves to the club.

Finally, don't forget to go online to motorsportreg.com and sign up for the Holiday Party this year. Marlene MacEwan and her team have planned a tremendous event for you at Portland Golf Club on December 2. The Board of Directors voted to subsidize the event this year, so you will pay less and enjoy more as we radically improve the venue, food and beverages. We also will hire the Design Band to play popular dance music instead of having our typical DJ for this event. We will be handing out six annual club awards to deserving members. Finally, Toys for Tots will be the beneficiary of our members who bring unwrapped gifts for deserving children.

Please visit our Members section on the ORPCA website and review the newly posted member roster. We will attempt to keep this current as we receive the newly updated monthly data from the National PCA club. This is a great way for new members to keep up with other members they meet in the club. Don't forget to update your membership profile online from time to time on PCA.org. This data drops directly down from National to ORPCA to automatically form our regional database as well.

Please check the ORPCA website for updates on upcoming events this fall. Registration for many events is simply a matter of logging on to motorsportreg.com and this website also allows you to sign up for many other non Porsche club events in the Northwest if you so desire. Expand your horizons! ■

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Brighter Paint Colors may Signal Better Days Ahead

I doubt that anyone would have to work very hard to convince us of the fact, but the firm Marketing Information Services, best known for its broad range of Customer Satisfaction surveys, says Porsche remains the car brand with the most appeal here in the U.S.

Its latest “APEAL” (“Automotive Performance, Execution, and Layout”) survey finds that based on interviews with some 75,000 people who bought new cars between November 2011 and February 2012, Porsche is the most appealing. Ten different factors were integrated into the final score. Heck, they could have simply saved the time and effort and just asked us!

If you are thinking about buying a new car in the next few years, but aren’t knocked out by the rather drab palette of paint colors offered by your favorite manufacturers, take heart. In late July, BASF Automotive Coatings, a major supplier of automotive paint, released its annual forecast of color trends, and it predicts a change of direction. Looking around as you idle in traffic, you’ll likely note that the predominant colors of late-model cars tend to be silver, gray, black, dark reds, white, and shades of taupe. Seeing a Porsche or Corvette in Speed Yellow is absolutely startling. If you miss the days when cars were available in what we’d loosely call “Jelly-bean” or “Easter-egg” hues, as I do, the picture is going to improve a bit. BASF told Paul Eisenstein of The Detroit Bureau website that it anticipates a surge of “naturally cultivated” tones. For all you earth muffins, that means more organic shades of green, blue, brown, copper, and berry. For the past decade, black, white, and silver have accounted for between 50 and 80 percent of new cars. They reflect the consumer’s view of the economy. Brighter colors suggest better days may be coming.

Now, what will Porsche/VW/Audi/Lamborghini/Bentley do? The Feds have finally issued that long-awaited new mileage standard that will require auto manufacturers to almost double the average fuel economy of new cars and trucks by 2025. The new standards, mandating a CAFÉ average of 54.5 miles per gallon beginning with the 2025 model year, likely will force fleets to grow the number of their Zero-emissions, most likely all-electric, vehicles as well as improve the mileage of everything else they produce.

While we’re on the technology front, here’s something quite amazing...

<http://blogs.scientificamerican.com/observations/2012/07/26/smart-headlights-let-drivers-see-through-rain-and-snow/>

Back to Porsche ... Did you see the news items concerning the company’s decision to support the efforts of private owners to campaign their historic racers in vintage events? Porsche Motorsport North America’s soon-to-be-completed West Coast Experience Center near Los Angeles will provide repair, restoration, maintenance, and even storage services. Watch for details.

Until next time, drive carefully! ■



Photo by Jodi Ellis



Navigation ... the Convenient Truth

Seems like the older I get the more self-discipline is required. Just lazy I guess. It's not personal habits or tasks around the house. I'm talking about my ever increasing dependency on Technology. It's all too easy to slip into the ease and convenience of our personal electronic devices and never return to our life skills ... Until the devices fail.

About two years ago I finally broke down and bought a portable GPS for Ann as a "Xmas Present." I had resisted this temptation, believing in my own sharply developed sense of direction, gained from years of devotion to map study, and a brief stint with the Scouts. (I still have my "Handbook for Boys" just in case I need to make any shelters involving lashings).

I duly installed said Xmas present in Ann's car and, curiously, found myself using her car whenever I could. I'd use the GPS for such great adventures as going to the grocery store (about three blocks away). I found it great for driving in the city at night, as I no longer had to actually read obscured neighborhood street signs. Gone were the days of narrow escapes from disaster; like the time I drove our RX-7 down an unmarked boat ramp one foggy morning, *(Continued on next page)*



SPINNEN, CONTINUED

(Continued from previous page) thankfully missing the river by a couple of feet. Life was good; use of the GPS was now taken for granted until our Sebring, Florida, trip this past spring.

I have a penchant for finding shortcuts, especially if it avoids freeways. Unfortunately, this has a downside of getting me into trouble when I'm in a strange place. I had packed the GPS in my duffel to use when we arrived in Orlando. It was 1:00 a.m. Upon loading our stuff in the rental car, I plugged it in and waited and waited while the message "Acquiring Satellites" loomed. After two minutes, I realized the airport garage was blocking the satellites so I quickly started the car and zoomed off out of the airport. Once free from the concrete jungle, the thing started trying to navigate from our home in Portland (?).

I'm on one of those multi-lane roads that run around and through airports and I head south as I had planned, thinking this was the shortest route while using the GPS. It turned out to be the longest route, as we didn't have any idea where we were going once we left the airport. Visions of driving into a swamp seemed possible so I started looking for an exit to park and reset the system and figure things out.

THIS IS BAD NEWS. I REALLY NEED TO STOP USING THE DAMN THING FOR TRIVIAL SITUATIONS. IT'S CHEATING ME OUT OF OBSERVING THE REAL WORLD AND DULLING THE ONE THING WE ALL NEED DESPERATELY, THE ABILITY TO REASON.

There we were, way past midnight, off to the side of some unknown road having a "disagreement" about which way to get to Winter Haven, FL. We had just spent the previous eight hours either on a plane or in an airport so we were dog-tired and our patience was wearing thin. The unit's battery and our own batteries had drained to the point of failure, needing quite a bit of time to recover. Ann asked, "Where's the map?" I said, "In my bag, in the back." And so, we found our way to the hotel arriving around 2:30 a.m., about an hour later than we planned—when time, not distance, counted the most. So much for labor-saving devices; if I'd spent that hour learning the route on the plane, we'd be snug in bed.

That incident was singular and I have learned to keep an eye on battery condition before setting off. Even though I update maps every six months, I've found that unless the battery is in the green, it seems to run home to momma.

This addiction to technology also manifests itself in a more sinister way. It's not as extreme as Albert and Rita Chretien, who got lost near Elko, Nevada, on a road trip from BC to Vegas due to GPS battery failure, but last April we were running around Phoenix to different places. I found myself just plugging in the address and following the thing even though I've been covering the same roads over and over again. Normally, after as many trips over the same roads I would LEARN where I'm going and be able to predict where a place is and know where to turn to get to it, especially if I've been there before. The "dumbing down" and ensuing MENTAL LAZINESS left me with no real sense of direction, aside from where the sun is in the sky and major landmarks.

This is bad news. I really need to stop using the damn thing for trivial situations. It's cheating me out of observing the real world and dulling the one thing we all need desperately, the ability to reason. So now I temper my use of the GPS, preferring not to succumb to the same frustrations as experienced by those new iPhone users. I ALWAYS take an appropriate map, just like I used to.

Still, I still use the GPS occasionally and every time I use my own route or take independent action I experience about two seconds of self-esteem only to be brought back down by the now most annoying word in the English language ... RECALCULATING.

– KEEP SPINNEN



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The Year of the Hats: Monterey Car Week as Seen from Beneath the Bill of Various Baseball Caps

Story and Photos by Peter Linsky

When packing for a couple of weeks in the sun/drizzle/fog typical of the Monterey peninsula in August, I always pack a couple of ball caps to protect myself from sunburn or to just keep dry. Sometimes I'll come home with an extra racing-related cap, but this year was out of the ordinary; I found myself not only wearing a variety of figurative hats in the responsibility department, but becoming a literal magnet for other, less common bits of topside couture.

You might be aware from my earlier writings that Mazda Raceway Laguna Seca is slowly upgrading the first weekend of its annual Rolex Motorsports Reunion, the "Pre-Reunion," and this year organizers arranged a "Pre-Pre-Reunion Party" in downtown Monterey. About two dozen drivers agreed to drive their various race cars from the track into Monterey (with CHP escort), place them on a closed-off street near the Portola Hotel, and allow my announcing colleague Paul Duchene and myself to interview them and describe their cars for passers-by who might otherwise not be aware of the week's events. Since Cobra was to be the celebrated marque this year, Paul and I were given special Reunion ballcaps with a big Cobra logo on the front. That was number One.

Number Two came into my possession when I paused at the paddock space of Ranson Webster, who always brings out his collection of fine vintage Porsches, which includes a Speedster, an Abarth, a 956, and an extremely pretty Kremer 935 that had been raced at LeMans in 1980 with Japanese sponsorship. I stopped to chat with his crew chief, and mentioned that I had just picked up a 1/43 diecast model of that particular 935 a day or two earlier, and that I loved its unique white-and-pink livery. "Well, then, you gotta have one of these!" he grinned, and after rummaging around in Webster's transporter, emerged with a white and pink cap embroidered with the Japanese sponsor's various logos. That's a keeper, but I'm still trying to find something to wear it with!

Number Three arrived the following Saturday, when Paul and I received our bag of materials for the Reunion weekend. Included was a regulation Mazda Raceway Laguna Seca cap. Number Four was one I had to get up very early to score. Hagerty Insurance sponsors what's become known as "The Dawn Patrol" *(Continued on next page)*

MONTEREY CAR WEEK, CONTINUED

(Continued from previous page) at the Pebble Beach Concours. This exercise honors those desperate souls—usually photographers and hotel guests—foolhardy enough to get up very early on Concours Sunday to watch the first cars arrive to be “loaded” onto the 18th Fairway. Because it’s usually chilly, windy, and sometimes drizzling at 5 a.m., I tend to get there around 6 a.m., but for those determined early risers, Hagerty’s provides free coffee and donuts, a practice that began years ago. It also distributes special ball caps proclaiming “Coffee, donuts, tradition, Hagerty Dawn Patrol,” Hagerty says it only brings a couple of dozen new hats each year. This year’s caps were Day-Glo orange, and in the pre-dawn darkness, it looked as if there were a bunch of highway safety cones milling around, trying to stay warm. Fun? Yes, but next year I’ll probably sleep in that extra hour.

The Concours itself always brings out not just beautiful cars, but interesting cars that one might otherwise never see. Example: A 1935 Hoffman X8 sedan, a one-off prototype with a rear-mounted X8 engine. Imagine, if you will, a pair of water-cooled V4s back to back. It works, but the original builder didn’t have enough money to put it into production. You can find a nice video clip at Jay Leno’s Garage on YouTube. Leno was fascinated by the car. The “Cars of the Maharajahs” class included the famous “Swan Car” with its carved wood bodywork ... and its accompanying children’s “Cygnet.”

I enjoy trying to spot potential “Best of Show” candidates, and I got a couple of them right this year—but completely missed the eventual winner, a Saoutchik-bodied 1928 Mercedes sports torpedo. A nice car, but it didn’t float my boat. I later read that it edged out one of the other finalists that lost a critical point because some screws weren’t lined up “properly.” *(Continued on next page)*

Motorsports Reunion – The best race of the weekend – A Stingray bests a Ferrari 250LM.



MONTEREY CAR WEEK, CONTINUED

(Continued from previous page) I do need, or would certainly enjoy, more Monterey Car Weeks like this one. As noted, August is usually damp and foggy on the peninsula, but this year we awakened to bright sunshine almost every day our first week in Carmel, a most unusual occurrence. While the Marine Layer was evident over Monterey in the early morning, it usually burned off quickly. Overall, I'll rate the weather as B-plus this year, almost perfect at Laguna Seca, and nearly perfect at Pebble Beach as far as photography is concerned, which is to say overcast.

This year's Reunion races brought out some great old cars, including a 1907 Renault Vanderbilt Cup racer from Phoenix. This amazing three-ton beast is capable of almost 90 miles an hour, and its owner says he hit over 60 several times over the weekend, something that would frighten me out of my socks. There were several terrific races, including one that saw Reno's Terry Gough drive his 1967 Corvette 327 roadster to a narrow victory over Rob Walton's Ferrari 275LM coupe. Walton had earlier put his rare Cobra Daytona Coupe off the track, bending the aluminum somewhat. It was a hoot to watch more than 40 real Cobra racing cars slug it out in their own race. Carroll Shelby would have been proud. And while we're on the subject of Cobras, I had a chance meeting with an older gentleman named John Chun. Odds are you've never heard of this guy, but his story is quite wonderful. Here's a link to a Minneapolis newspaper story about him that appeared shortly before he left for Monterey. I think you'll enjoy it:

<http://www.startribune.com/lifestyle/165662766.html?refer=y>

Because of new work assignments at the track, I couldn't attend any auctions, although I got to the Bonhams preview for a few hours. After-action reports from the half-dozen auctions scattered over the week suggested gross sales of more than 260 million dollars, signaling that high-end cars with great pedigrees are still in demand. Based on reported after-action "private treaty" sales, the total could be even greater. Two cars topped the \$11 million mark, led by a 1936 Mercedes Benz 540K Spezial Roadster that went for \$11.77M and the Ford GT40 used to help film the movie Le Mans going for \$11M.

Sales were slower down-market. The Carmel Concours on the Avenue was again outstanding, and of course the traditional Pebble Beach Tour d'Elegance brought some wonderful classic and sports cars into Carmel where they could be inspected and heard at close hand. The Legends of the Autobahn show in Carmel Valley was much improved, and half again as large as it was last year. Audi is now involved, along with Porsche, BMW, and Mercedes Benz. Tony Singer's Automobilia show at Del Rey Oaks again offered some great opportunities to buy original posters, books, and other collectables. Again, Monterey beckons with too many things to do and not enough days in

Sir Stirling Moss and wife Susie led the Pebble Beach Tour.



See more Monterey Car Week photos on the following pages

MONTEREY CAR WEEK, CONTINUED



Top left: 962; bottom left: Carmel Concours on the Avenue—356B Roadster; bottom right: RSR (front), 934 (rear).



MONTEREY CAR WEEK, CONTINUED

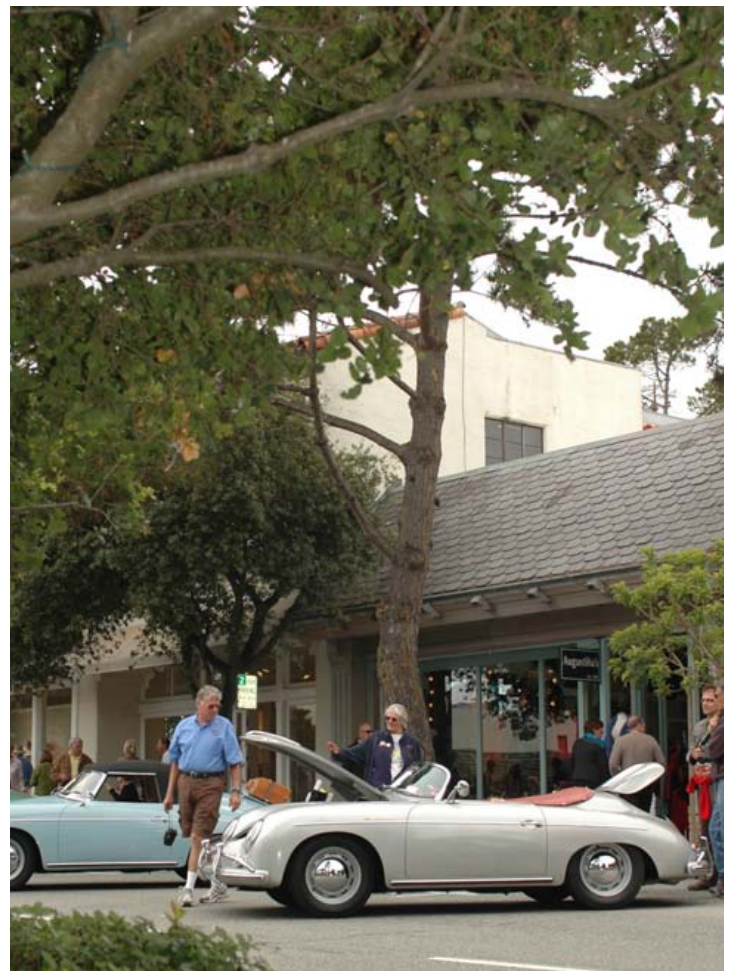


Clockwise from left: Legends of The Autobahn – Preparing for judging; Legends of The Autobahn—A pretty Carrera RS; Legends of The Autobahn—Jelly bean line up.





Clockwise from left: Carmel Concorso on the Avenue 356 line up; seen in Carmel—A real “Radio Flyer,” Carmel Concorso on the Avenue 356 line up; Pebble Beach Concorso—A Maharajah’s “Swan Cars”, Mama and baby.



The Sausage Run: Oodles of Fun!

by Kathleen Ellis / Photos by Bob Ellis

I was intrigued with Joe McQueen's description of Saturday's Arrive and Drive and didn't want to miss the last one of the season. We hopped in "Speedy" and headed for Miller's Homestead Restaurant, even though Mother Nature had dropped the curtain on us. It was misting lightly and when we pulled into the lot, only Harry Danberg's 911 was sitting there to greet us.

We wondered if we had the wrong day or meeting location, but soon many other hardy drivers showed up to dispel all rumors that Porsches can't be driven in the rain. Judging from prior Arrive and Drive attendance, there must have been many "slackers" that weren't interested in making a sausage run, but it filled-in with the cars of 13 staunch enthusiasts. After we all assembled it was apparent that the weather didn't seem to put a damper on good conversation amongst hardy ORPCAers prior to the driver's meeting and subsequent departure.

We headed roughly southeast, cruising roads such as Pete's Mountain, Springwater Road and Fellows Road. With the low cloud ceiling, part of the drive took on almost a surreal quality, on winding roads through timber punctuated with fall color. After a brief stopover at Barton County Park for the necessities, we continued down the storied road and the sky lightened somewhat, the mist abated; and although still not quite top down weather, we experienced extreme Fahrvergnügen.

At our rest stops, conversations continued ...

Ever hear of a burg (crossroads!) called Dickey Prairie? Me neither, although I can now say I have been there! Speedy even got to cruise on some roads he hadn't been on before. Try your Porsche on the curves of South Unger Road. For a while we ran at the back of the group, always an interesting perspective. It is invariably a thrill to look ahead and see a pack of Porsches running together over hill and dale, around corners ... You get the picture.

Everyone planning on staying for lunch gathered at the Mt. Angel Sausage Factory, shared stories, and completed conversations begun earlier. The food was good, my favorite was the apple streusel; yummy! The McQueens did a great job on an interesting route, timing, etc; a good time was had by all!

Thank you Joe and Ginny! ■



See more Sausage Run photos on the following page

SAUSAGE RUN, CONTINUED



The End of the Road: Final Autocross of 2012

Story by Michael Pinto / Photos by Bob Schatz

The eighth and final round of ORPCA's Autocross season was held, unusually, on a Saturday this season. The 20th was a little late in the year, but a full-house crowd came out to enjoy one last go at squishing some defenseless little orange cones. Most of the season championships were in hand, but a few really tight races remained, so everybody came with their game face on. Trevor Turner-Rice provided a highly unique "laps around the pool" layout that was put to a vote in the driver's meeting. Two laps was overwhelmingly approved and so a super-long run, and less tries, was going to be the ultimate in demands for the driver's concentration (have you tried to count to two while driving that fast?!).

The morning began cold, cloudy, and grey with some rain spattering off and on. The morning run group got off slowly as the unique and challenging course was "felt out," but by the second runs the drivers (and course workers) had the hang of it. The switchover was once again incredibly quick (thank you, workers, for proceeding to the trailer immediately for assignments and check-in!) and the second run group started with an almost-dry track and no rain ... until about halfway through the first runs, when the rain started again. Some people (your author!) had made the decision for dry-condition tires ...

When the water stopped spraying out from under the cars, we had our winners. No Mod class cars braved the rain, so Greg Olsen will take home the trophy, and Gary Chapman did not run enough races for the runner-up position. Todd Averitt decided to give it one more shot in I01 in case somebody else came to take the championship, but alas it was a solo shot, and he finished down one point. I02 had Paige Swenson take her first-ever victory over mentor Bill Thorp—go Paige! Nobody ran enough I02 races for the trophy this season. *(Continued on next page)*

Eric Freedle has a hydroplaning experience at Autocross!



AUTOCROSS, CONTINUED

(Continued from previous page) P01 featured Ryan Tyson just squeaking one out over Harry Danberg. They were back-and-forth all day for some great racing! Harry will take home the trophy for the season. P02 was one of the hotly-contested and watched classes. Once again series leaders Bill Thorp and Kathy Smalley elected not to run in the class, and Jim Parks came out to run, giving Eric Freedle a shot to earn a full 10 points in a victory, and earn it he did to claim the season trophy by just two points over Bill!

Jeff Gretz cemented his season trophy with a victory over Bob Schatz

in P03. Barry Cogut maintained his undefeated season with an unopposed victory in P04. Racin' Rick Slavin returned to form with an eight-second trouncing of Chuck Jarvie in S01. I have it on good authority that the last outing for him was a fluke due to switching to winter/snow tires too early ... Bryan Brock placed third, earning him the Runner-Up trophy for the season.

In S03 newcomer Jeff Forsythe impressed with a solo victory in his new Carrera4 GTS. Hopefully we will see more of him and the beautiful grey car next season?

The Non-Porsche classes have featured some of the hardest racing and closest battles all year. In NP-S, Wryann Van Ripper was testing a new ChumpCar (\$500 track cars) Honda Civic and astounded with a victory. Co-driver John Gonzalez was pried out of his SRT-4 to end up in fifth. Sammy Lin placed second and course designer Trevor Turner-Rice nabbed the final podium spot to ensure his season trophy. (We have it on good authority that he didn't utilize any course-designer-only shortcuts, either!) Carl Tanner was seventh to earn enough points for the season Runner-Up slot.

NP-R had the return of Dallas Cutler with the class win and overall Top Time of the Day award. He was quoted as loving the "Evo weather." Dallas also secured the overall trophy over Runner-Up Stephan Ryabinin. Co-driver Kathy Smalley was second, and couldn't be quoted as she was laughing the whole day. Your author managed second-to-last in his 1973 AMC Javelin. It was slow, but it sure sounded good!

The end of the year autocross banquet will be held at SyKart on Sunday November 4. ■





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Questions please call or email:
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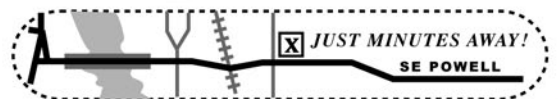
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