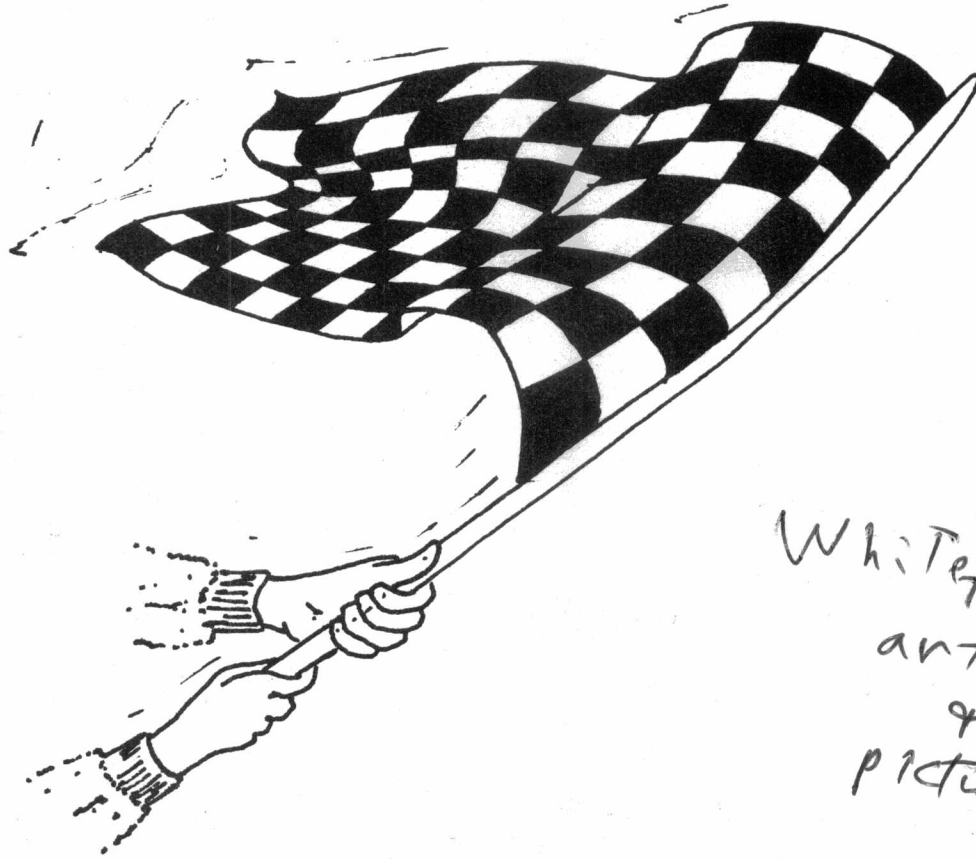


10/64

THE KNOCK OFF



Whiteface
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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 OFFICERSREGIONAL EXECUTIVE

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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.

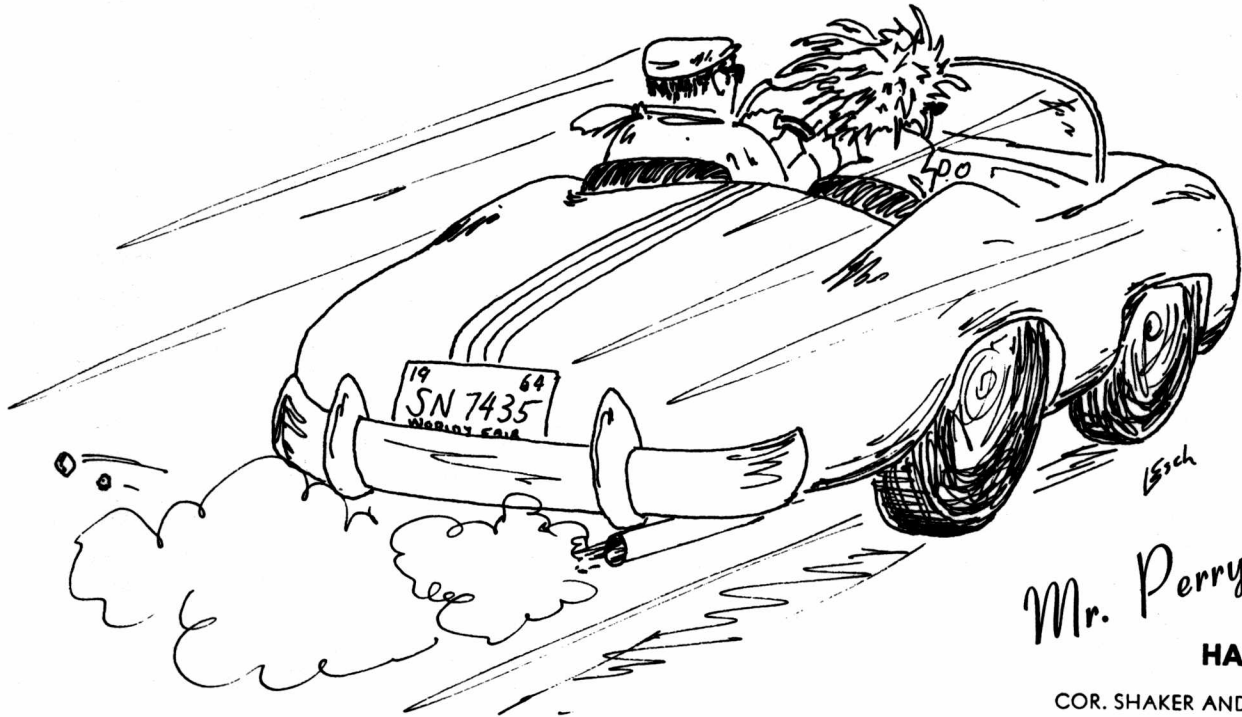
MEETINGS WILL BE HELD THE FIRST
WEDNESDAY OF EVERY MONTH

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.

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THE KNOCK OFF

OCTOBER 1964

THE FIRST ANNUAL WHITEFACE MT. HILL CLIMB PRESENTED BY THE MOHAWK-HUDSON REGION OF THE SPORTS CAR CLUB OF AMERICA FOR PEOPLE FROM INEC AND ELSEWHERE (LIKE CANADA AND OHIO AND CONNECTICUT AND NEW JERSEY AND MASSACHUSETTS AND VERMONT) FOR ALL TO HAVE A GOOD TIME AND TALK IT UP AND COME BACK IN LARGER NUMBERS NEXT YEAR by h. manley iv

Ah yes, the First Whiteface Mt. Hill Climb, oft thought of as LeVan's Folly, did come about (on the 19th and 20th of September) and it was more of a frolic than a folly. Regional members present all worked hard (right, Gene Birdsey!?) and all drivers and some members had a good time. Of course a new hill record was set, trophies were presented with gay abandon, and the M-H Region boys came home with a good number of them. For that matter the M-H region came home with some new members.

All told there were 35 entries (so what if we needed 40 to break even - it was a blast) and a total of 31 drivers, 30 cars ran the hill. For a complete breakdown of the classes just glance below.

HP

- 1-Gary Kuhns - AH Sprite - NYC, NY - 4:32.15
- 2-Jim Verpoten - AH Sprite - Kenmore, NY - 4:47.64
- 3-Bill Turner - AH Sprite - Bennington - 5:23.56
- 4-Bill Kane - Fiat Abarth - Scotia, NY - 6:43.60

GP

- 1-R.H. Lockwood - Porsche 1300 - River Vale, NJ - 4:37.39
- 2-Mickey LeVan - Spitfire - Loudonville, NY - 4:41.70

FP

- 1-Bruce Cargill - Alfa Romeo - Altamont, NY - 4:09.40
- 2-Robert L. Burns, Jr. - MGA - Rochester, NY - 4:27.09
- 3-Ray Gaul, Jr. - MGA - Voorheesville, NY - 4:27.47

EP

- 1-Jack Paveling - Elva Courier - Watkins Glen, NY - 4:17.51
- 2-Bill Burch - Porsche - Montreal, Que., Canada - 4:20.64
- 3-Wm. S. Busteed, MD - Porsche - Defiance, Ohio - 4:24.92
- 4-George B. Voight, MD - Porsche - Binghamton, NY - 4:26.14
- 5-Jean Guyon - Morgan +4 - Quebec City, Que., Canada - 4:46.49

DP

- 1-Jacques Duval - Porsche S90 - St. Bruno, Que., Canada - 4:00.33
- 2-Barry Martin - Triumph TR4 - Montreal, Que., Canada - 4:00.53

CP

- 1-David P. Meyer - Lotus S7 - Kenmore, NY - 3:54.68

Regional Ramblings

It was good to see all the new faces at our October meeting. Steve Donachie, our hard working Membership Chairman, reports membership now in the nineties.....That's about a fifty percent gain since last January.

Many of you have noticed in the SPORTS CAR MAGAZINE an application for a license either in Flag and Communications, Scrutineer (Tech Inspection), Marshall, or Timing and Scoring. Keep the log book and present it at any speed event you work on. When you have four events, the log is forwarded to Westport and you will receive a license. Many of our people already have worked in some of these categories at our hillclimb and know that the best way to attend a race is as a worker. The hillclimb will count in these log books. Just forward them to Donald Peters, RD 1 Savona, NY. (Chief Steward) for signature.

The remark was made to me at a recent meeting that the Club has been united, and less "factionized" since the hillclimb. This year there was less apparent animosity between teams SUDS and PASTRAMI, while the competitive spirit lasts. Maybe working together as a unit has helped. Whatever the reason the results are most gratifying. MOHAWK-HUDSON REGION, SCCA is not just another of many local clubs. We are an integral part of the largest organization of its kind in the world. While other clubs pay lip service to our sport, SCCA organizes, sponsors, trains, licenses and conducts the events that make the sport a reality. This is where our national dues go. Many of our members worked for the first time at a speed event during the hillclimb. While this was, admittedly, no Sebring it at least was a primer. Watch other regions at other speed events at the Glen or Lime Rock. See how they work together as a team, see the fun they have as a group. This is the real function of SCCA. If we do a little less "nit-picking" on the local level and direct our efforts to making our region part of the National scene, we will all benefit. Nuff said?

One other point, on October 17th at least a half dozen of our region's drivers plan to compete at the Lime Rock Nationals. For the first time we plan to pit in a group and have let the rest of the membership know where to find us, if they are in the area. This is to help weld our club into a unit.....and make racing more fun. We will report on this at the next meeting when you receive this copy of the Knock Off.

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AREA 11 GOVERNOR'S ELECTION

Area 11 will vote this month for a new Governor to succeed Mr. Henry Ten Eyck. The candidates are Donald Peters of Savona, N. Y. (Glen Region) and Robert Henderson of Rochester (Finger Lakes Region). Both are eminently qualified for this job.....

Don Peters was our Chief Steward at the Hillclimb and has worked tirelessly to help us bring off our first speed event. Don is a national Competition License holder and has raced everything up to a Ferrari. Don is a National official, holding the key spot as National License Chairman. He is also a past Asst. RE of the Glen Region. He has been in the Club and sport for years and is practically a charter member of the Glen Region. Don is employed as a Metallurgical Engineer at Corning Glass.

Bob Henderson is one of our more active INEC members. A National License holder, Bob campaigns a Mini Cooper S. He is also a member of the Triumph Rally Team and currently holds a second place in Divisional Rally points (manufacturer's teams) along with his navigator, Bill Bell. Additionally Bob is a devout Gymkhana enthusiast, having taken many first overalls in the Mini. He is one of the dwindling few that can race, rally, gymkhana and drive one car. Many of you have met Bob or seen him at our INEC Gymkhana.

WHICHEVER YOUR CHOICE ----- VOTE!

INEC GYMKHANA NO. 5 - Mickey LeVan

Scene- Buffalo, Oct 11, MAXAM's parking lot..... a tired and weary crew of Connie and myself journeyed from here to there towing the Spitfire on a borrowed trailer that fishtailed, in a station wagon that overheated, and consumed fuel about on par with a DC-7 (with rich injector jets). Add three small children, a cocker spaniel, a German sheperd, and all the weekend accumulation of necessities and you have, in a word, a MESS!

Sunday...the children deposited at their Grandmother's house in Buffalo we journeyed to Maxam's early to unload the trailer. Some eager gas station types helped push the car with dead battery to start it. Following this and some hot practice at the still deserted parking lot, we learned that the Gymkhana was to be held at another Maxams a few miles away (there are three Maxams in Buffalo). Reload the trailer and off we go, slightly embarrassed by the stares of people watching a racing car tearing around an empty parking lot.

Following registration at the correct location along with eighty other cars, we competed in three courses, twice through. Connie took her usual first place, and I gathered second. Beaten by a Sprite. The best part of the event was the banquet following, with a really stupendous assortment of food at a reasonable price. Following this and a night's sleep, we trekked homeward. We had a blowout and my daughter, Connie and I developed flu on the trip home. FUN.....somewhat. Would we do it again.....I guess so.

THE KNOCK OFF

OCTOBER 1964

BP

1-Robert V. Luebbe - M-B 300SL - Sherrill, NY - 4:12.25

AP

1-Thomas Kasmer - Corvette - Binghamton, NY - 3:55.74

Sedan

1-J. Robert Henderson - Mini Cooper - Rochester, NY - 4:28.39

2-Bruce H. Grohe - VW-Porsche - Holliston, Mass. - 4:34.95

CM

1-Norm Evenden - Cooper-Chev. - Elmira, NY - 3:17.96

2-Lee Dean - Dean Spl. - Afton, NY - 3:22.84

3-Robert E. Siggelow - Ford Mustang - Churchville, NY - 3:45.41

F Jr.

1-Gordon Lipe - Cooper - Skaneateles, NY - 3:32.05

2-Hank Van Deusen - Elva - Cobleskill, NY - 4:17.64

3-Monty Allen - Elva - Cobleskill, NY - 4:38.21

F Vee

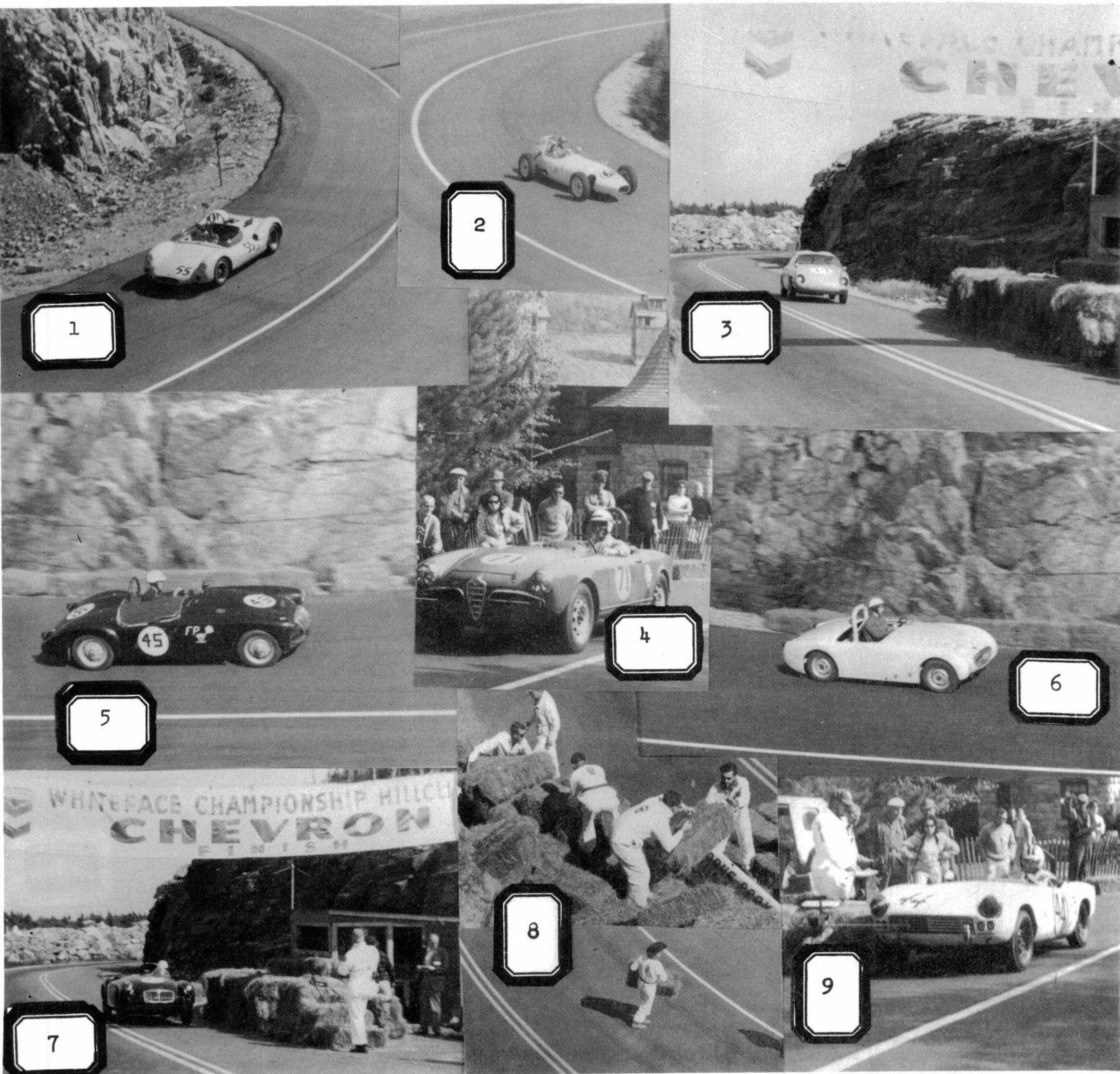
1-Jack Brewer - Formcar - Elmira, NY - 4:39.74

2-Dennis Collins - Beach - Norfolk, Conn. - 4:45.99

3-John D. Sheldon - Formcar - Rochester, NY - 5:05.29

Gold stars for the 4.7 mile climb go to Bruce Cargill, FP winner, who was faster than both EP & BP; Norm Evenden, who is now chief hill climb record holder of the Adirondacks with an average speed of 85.5 mph; Lee Dean, who showed that the best place to blow an engine is at the finish line; and Gordon "Tip" Lipe, who showed that a good power to weight ratio, even without too much power, can be fun.

I had fun, too - let's do it again.

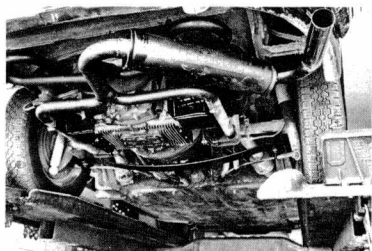


- 1- First overall - Norm Evendon in Cooper Chev
- 2- Hey Hank, you forgot your helmet!
- 3- Bill Kane in Abarth Zagato
- 4- One to get ready - M-H'er Bruce Cargill

- 5- Uncle Ray in Lake Placid Hairpin
- 6- (M-H) Bill Turner in Veteran Sprite
- 7- Uncle Ray again at Finish line
- 8-Lift 'dat bale
- 9- Where is that starter switch??

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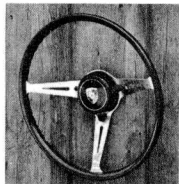
Gear Shift Knob



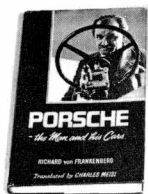
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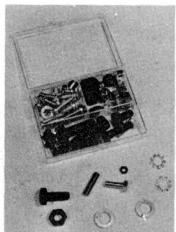
by Richard von Frankenberg. For every enthusiast, as well as all Volkswagen and Porsche owners. 52 photos, 223 pages. Hardbound. \$7.50

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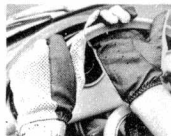
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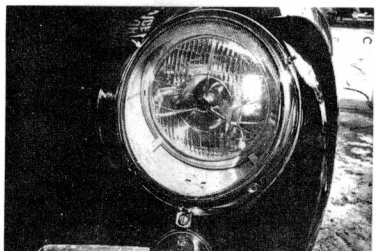
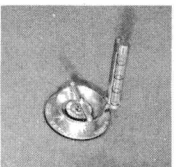
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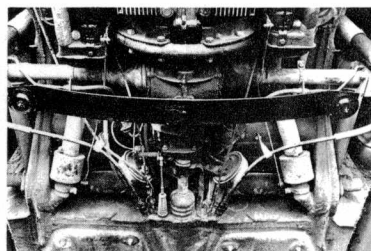
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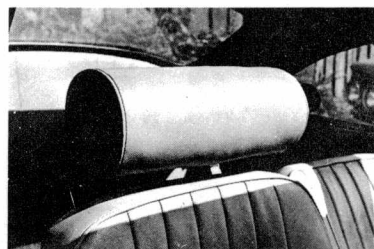
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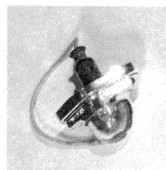
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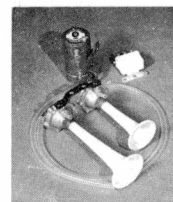
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FUEL SYSTEM: Twin HS2 semi-downdraught S. U. carburetors. 12 V. electric fuel pump. Twin air filters with paper elements and cold air intake. Fuel tank capacity 7¼ U.S. gallons.

LUBRICATION SYSTEM: Full pressure feed, wet sump. Oil pump of concentric type mounted on rear of block, driven from camshaft. External full-flow oil filter with replaceable element. Sump capacity 7¼ U.S. pints plus 1 pint for filter.

IGNITION SYSTEM: Coil and distributor with automatic vacuum control.

COOLING SYSTEM: Pressurized radiator with pump, fan and thermostat. Radiator capacity 12 U.S. pints.

CLUTCH: Single dry plate 7¼ in. diameter. Hydraulically operated by pendant pedal.

GEARBOX: Close-ratio four-speed with baulk-ring synchromesh on second, third and fourth gears. Internal gear ratios — fourth 1.00:1; third 1.357:1; second 1.916:1; first 3.200:1; reverse 4.114:1. Over-all gear ratios—fourth 4.22:1; third 5.72:1; second 8.08:1; first 13.5:1; reverse 17.395:1. Remote controlled gear change lever centrally positioned on floor. Gearbox housing and clutch housing of aluminum. Oil capacity 2¾ U.S. pints.

PROPELLER SHAFT: Open, with needle roller bearing universal joints. Sliding splines in gearbox extension.

REAR AXLE: Hypoid, three quarter floating. Ratio 4.22:1. Oil capacity 2 U.S. pints.

STEERING: Rack and pinion—2½ turns of steering wheel, lock to lock. Spring steel spoked, 16 in. diameter steering wheel. Turning circle approximately 32 ft.

SUSPENSION: Front—Independent with wishbones, coil springs and lever type shock-absorbers. Rear—semi-elliptic leaf springs with double acting lever type shock-absorbers and radius arms.

BRAKES: Hydraulically operated brakes from pendant pedal. 8¼ in. diameter disc brakes on front wheels; Two-leading shoe drums (7 in. x 1¼ in.) on rear wheels.

ROAD WHEELS: 13 in. x 3½ in. pressed steel ventilated disc, with four-nut fixing, fitted with 5.20 x 13 four-ply tires.

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INSTRUMENTS: Speedometer with trip and total mileage recorder. Tachometer. Fuel gauge. Warning lights to indicate no generator charge and headlight high beam position. Warning lights to show flashers working. Combined thermometer and oil pressure gauge. Concealed instrument illumination.

BODYWORK: Two-door, two-seater sports car of all-steel unitized construction. Hood hinged at rear and unlocked from driver's seat. Lockable trunk of 11½ cubic foot capacity. Spare wheel lies flat in trunk. Soft top with collapsible frame can be completely removed. Roll-up windows with hinged front vents. Curved laminated windshield held in rigid chrome frame. Each door is opened by interior or exterior door handles. Key operated door locks. Both bucket seats are adjustable fore and aft and have foam rubber cushions. Seats covered in leather cloth. Cockpit surround foam-padded. A large carpeted area behind seats accommodates excess baggage. Wrap-around bumpers front and rear are fitted with overriders. Seat belt anchorages provided as standard equipment.

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DIMENSIONS: Overall length 11 ft. 4 in.; width 4 ft. 5 in.; overall height (top up) 4 ft. 1½ in.; wheelbase 6 ft. 8 in.; track (front) 3 ft. 9¼ in.; track (rear) 3 ft. 8¾ in.; weight (unladen) approximately 1456 lbs.

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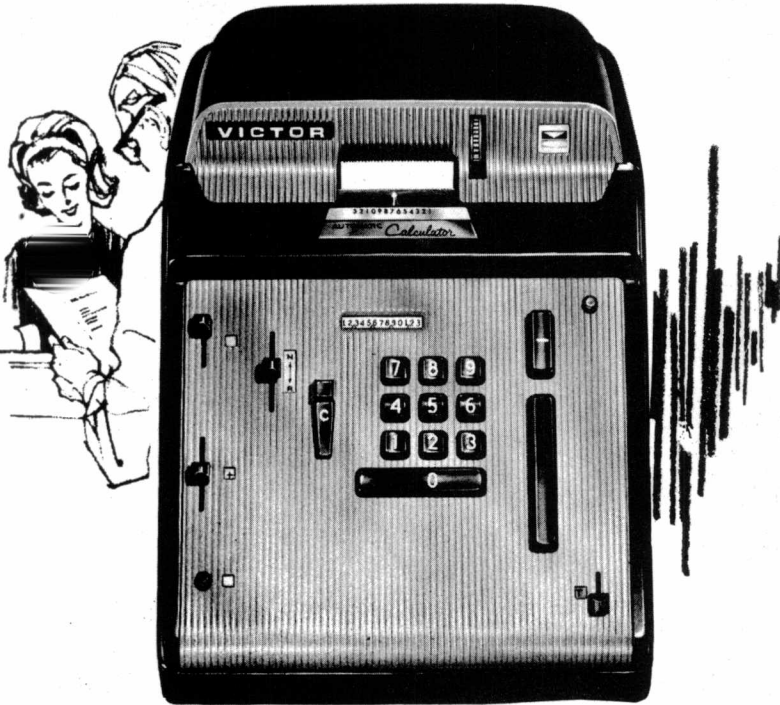
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COMING EVENTS

November 1	Thompson Regionals	
November 6-7-8	Appalachian National Rallye, Reading, Pa.	
November 8	The Four Club Combination Rallye Glass Lake House, Rt. 66, Glass Lake, NY	
November 15	Hare and Hound Rallye by Bob Phillips	EMSC
November 20-21-22	Rebel Yell National Rallye Washington, D.C.	

FORSOOTH! a vertical gymkhana by Angus McKenzie

Once upon a time there was a little tiny mountain. This baby mountain was nestled in the forest right in the center of the state. This little tiny mountain wasn't a very happy mountain. This little mountain wasn't a pretty mountain. In fact, some mean old witch named this little mountain Hog-Back Mountain. Now that isn't a very nice thing to call a cute little mountain like this, and that is why little Hog-Back Mountain wasn't happy most of the time.

One day a Prince in a shiny white Lotus Elite decided to turn little Hog-Back Mountain into something pretty and proud. So the Prince climbed up and down and up and down the little road on little Hog-Back Mountain. Pretty soon others helped the Prince climb up and down the little mountain, putting little rubber pylons here and there, and occasionally they even decorated the little mountain with bales of hay. All this made the little mountain very happy and she puffed up her little trees and turned their leaves into beautiful fall colors to make herself even prettier. Now this little mountain became so pretty that the kind prince decided to keep a little secret from all the subjects of his King who was called Westport. Sometimes the King called Westport can have a thunderous temper and make little prince's unhappy. So the kind little Prince sent invitations to all the subjects and said only "come to our jousting match". This is what a gymkhana was called in olden times. The little Prince laughed to himself to think that the Great King, Westport, would believe this was really a jousting match. Our little Prince was not only kind, he was smart. He knew that he did not have to pay the King's royalties (sometimes called insurance) for a lowly jousting match.

On the day of the jousting match, Knights and their Ladies came from all over the Kingdom. Some in armour, some with teams of chariots. When these loyal subjects and Knights saw that the jousting match was really to be an assault on the pretty little

mountain, they screamed with delight. Some of these brave knights did not have steeds that were prepared for this type of competition. Some of these knights did not have the training for this type of competition. Some of these knights had both. Almost a hundred of these brave knights, and sometimes their brave ladies, charged up this pretty little mountain. Little Hog-Back ech'oe'd to the roar of mighty steeds that thundered and clawed their way up her side. Again and again they assaulted this mountain. Sometimes they turned around and around in the middle of the crooked little road. Sometimes they slipped off the crooked little road. But they were happy and, most of all, the pretty little mountain was happy to receive so much attention.

The little Prince was happy sometimes. He wasn't happy when the magic talking box on the top of the mountain couldn't hear the magic talking box on the bottom of the mountain. Sometimes when the Prince was very happy he charged up the little mountain on his white steed and beat all the other knights to the top.....except his Princess.....the shiny little white steed went a little faster for her.

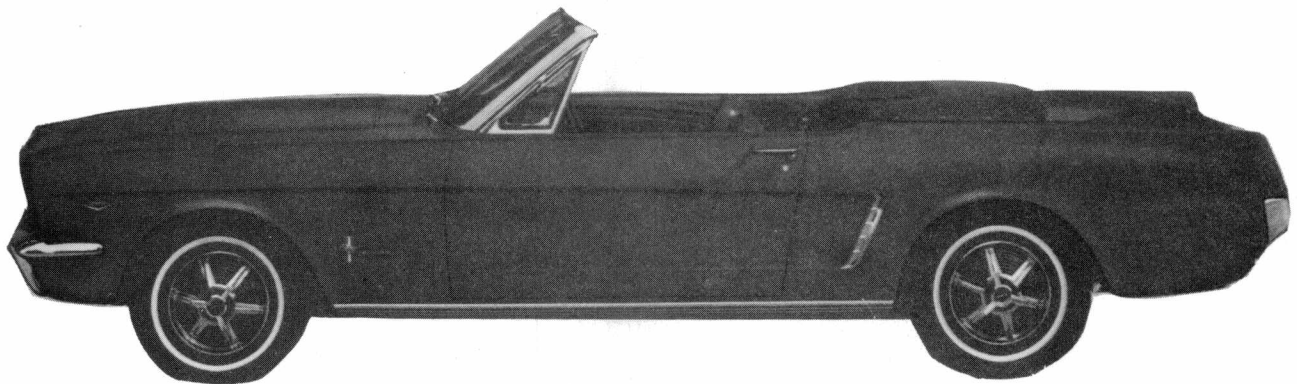
And so after a day of jousting, and thundering and clawing up the little road, the sun began to set on the knights who were still jousting and clawing and thundering up the little road. In fact some of the knights josted and clawed and thundered up the little road even after it became dark. These were very brave knights indeed. Maybe it's why they call them KNIGHTS.

A great feast was held in a nearby castle to celebrate the bravery of these Knights and Ladies who had thundered and clawed up and down the little road all day and night. The Prince and his attendants passed beautiful silver awards to these brave people, many who had never seen a vertical gymkhana before.

Someday the good fairy may again turn little Hog-Back Mountain into a pretty mountain. But until then the little mountain can always smile and wave her pine trees in memory of her day of glory. Even the mighty King, Westport, might smile somewhat.

The Knights of the Mohawk-Hudson round table who josted were CharlesSchongar in his mighty red chariot. Richard the lion hearted in his Peopleswagon with Italian feathers. Connie LeVan in her dragon-slaying Spitfire, and her friend Mickey LeVan who was also allowed to joust, claw and thunder.

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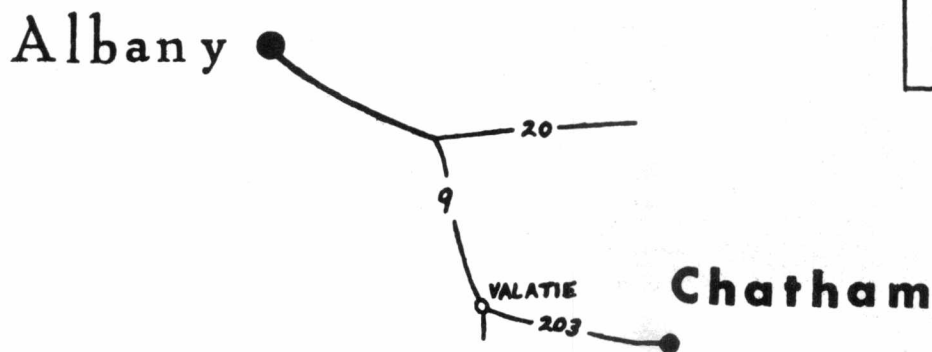
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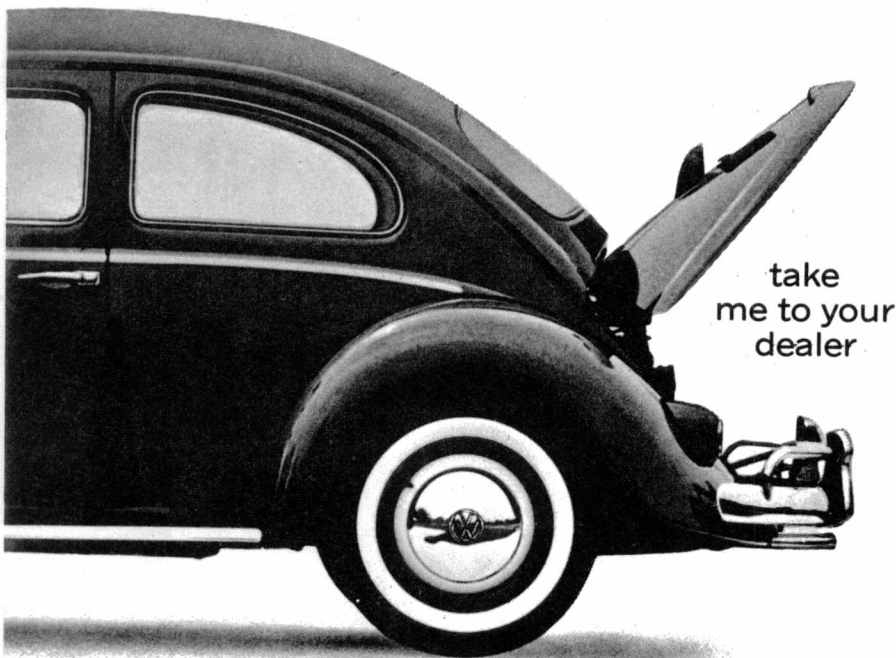
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THE KNOCK OFF

OCTOBER 1964

EXCERPTS FROM COMMENTS IN "THE SNARLING EXHAUST", CENTRAL NY SCCA REGION NEWSLETTER

"Mohawk-Hudsoners, led by Mickey LeVan and Mac McClumpha and supported by the entire region plus a lot of INECers staged themselves a two day assault on WHITEFACE MOUNTAIN last September 19 and 20. This was the first major competitive undertaking on the part of the M-Hers, but run so well and so satisfying was the business that no one would ever assume that it was an initial effort. (Even the weather was fine)."

"M. LeVan & Co. have every reason to feel happy over their effort. The fact that there was high iron at the Bridgehampton Show kept some very fast wagons away, but there was enough doing to insure success without a lot of name drivers.....The climb should be repeated every season."

"Race Organization was by State Authorities, since it was a public highway, and the Mohawk-Hudson Region. I have never attended a better organized race meet, nor a more pleasant atmosphere. Policing, lodging and getting together were all VUNDERBAR" Robert Leubbe.... (300 SL piloto)

"You don't see me at many sports car events these days, but the Whiteface Mountain Hillclimb sounded good, so this time I tailed along. It was better than good - ONE OF THE BEST. Why weren't you there???? A few more participants and spectators would have been frosting on the cake. IT TURNED OUT TO BE AN OLD FASHIONED FUN EVENT - you know the kind - where everything can happen and usually does. On Friday night it looked like a shambles and Saturday morning not much better, and then to your complete surprise, EVERYTHING GOES OFF LIKE CLOCKWORK. Co-operation was the keyword, the weather was ideal both days, the crews functioned perfectly and the WHITEFACE MOUNTAIN AUTHORITY, the CHEVRON people, the State Police and Mr D'Amour from Motorola were wonderful. In fact everybody loved us but the veterans. I heard some girls went shopping in Placed and even met Kate Smith. You see, something for everybody. Everyone seemed pleased with the results.....and they should.

"They say they are going to run it again next year. I hope I can go and will see ALL of you there. MOHAWK-HUDSON put on a wonderful event and they are grand to work with. If you don't want to work, just go, its fun and that mountain air is healthy too!! "

• NUFF SAID GANG.....WE MADE IT

FLASH!!

AS OF LAST NIGHT THE NORTHEAST DIVISION CALENDAR CHAIRMAN AT THE DIVISIONAL MEETING IN WESTPORT HAS APPROVED OUR FIRST REQUEST FOR THE DATES OF SEPT 11-12 FOR THE 2nd ANNUAL WHITEFACE HILLCLIMB. The State has approved this date also.

GURNEY WINS MEXICAN GRAND PRIX.

SURTEES WINS WORLD DRIVER'S CHAMPIONSHIP - G. HILL SECOND

THE KNOCK OFF

OCTOBER 1964

U.S.G.P. - h. manley iv

Another local event that took place recently, Oct. 5 to be exact, was almost as popular as the Whiteface Hillclimb. The U.S.G.P. at Watkins Glen brought the following results:

<u>Position</u>	<u>Car</u>	<u>Driver</u>	<u>Laps</u>	<u>Time</u>	<u>Speed</u>
1	BRM	G. Hill	110	136:38.0	111.10
2	Ferrari	J. Surtees	110	137:08.5	110.69
3	Brab-BRM	J. Siffert	109	137:44.9	109.20
4	BRM	R. Ginther	107		
5	Lotus	W. Hansgen	107		
6	BRP-BRM	T. Taylor	106		
7	Lotus	Clark/Spence	102		
8	Lotus-BRM	M. Hailwood	101	not running at finish	

<u>Lap Record</u>	Car No. 2	J. Clark		1:12.7	113.89
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<u>DNF</u>	Car No. 23	H. Sharp	Brab-BRM	65 laps.	Did not complete minimum number of laps.
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<u>Retired</u>	BRP-BRM	I. Ireland		2	Broken gear selector
	Cooper	P. Hill		4	Ignition trouble
	Brabham	J. Brabham		14	Engine trouble
	Cooper	B. McLaren		27	Engine trouble
	Brab-Cl	J. Bonnier		37	Not known
	Lotus-BRM	C. Amon		47	Engine seized
	Honda	R. Bucknum		50	Overheating
	Lotus	J. Clark		54	Fuel injection
	Ferrari	L. Bandini		58	Engine trouble
	Brabham	D. Gurney		69	Engine trouble

Color and other large amounts of information on the race will soon be available throughout the motoring press. In other words, I'll leave the work of words on this one to others.



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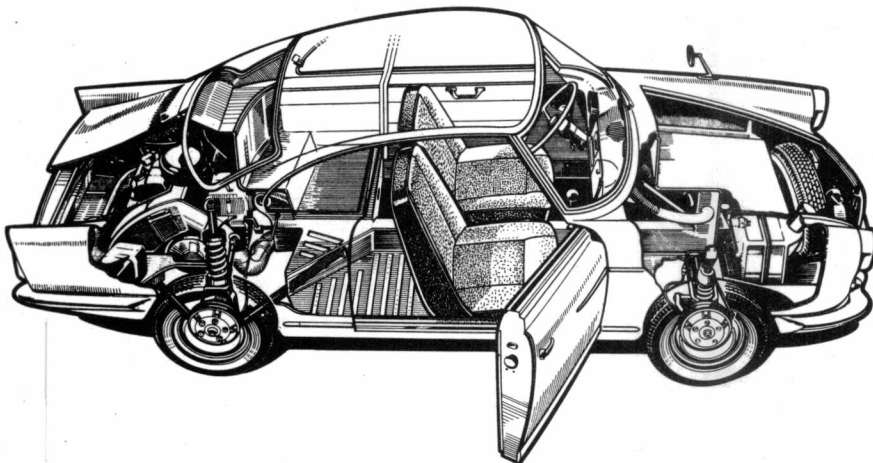
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