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OCTOBER 1967
OFF



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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

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Valley Falls, New York

R REGIONAL AMBLINGS

from
Uncle Gene

The INEC Area 11 Championship Gymkhana Run Off at Syracuse turned out to be a real championship event with members from our region being well represented.

We are having difficulty getting on the calendar for 1968 at Lime Rock Park the M-H Drivers' School and Race. This has resulted mainly from the uncertain future of Sports Car racing at Thompson and Bryar. We firmly hope that the basic fundamentals which formed the Sports Car Club of America will provide a basis for a satisfactory solution.

We urge all members to vote in the Club election of 1968 officers. The election and seating of the 1968 officers will be at the Annual Meeting in December 1967. We would like as many members as possible to attend the Annual Meeting, details of which will be in the next Knock-Off. An official ballot will be mailed to all members. This is your only means of voting. No replacement ballots will be available. You may mail the ballot or bring it to the Annual Meeting.

The Board of Governors have appointed committees to investigate the possibility of a Hill Climb license and also a committee to review the insurance problem.

WSNY recently broadcast the Watkins Glen Grand Prix. This was sponsored by our own Bill Kane who recently opened a Sports Car Garage & Lotus dealership on Broadway in Schenectady. Thanks for an afternoon of fine entertainment, Bill.

The following I stole from Sports Car Graphic who stole it from some unnamed Club:

"The membership of Sports Car Clubs are made from 4 Bones.

BACK BONES - are those who get behind every project and do all the work.

WISH BONES - are those who spend all their time wishing someone else would do all the work.

JAW BONES - are those who do all the talking and contribute little of anything more.

KNUCKLE BONES - are those who knock everything that everybody else tries to accomplish.

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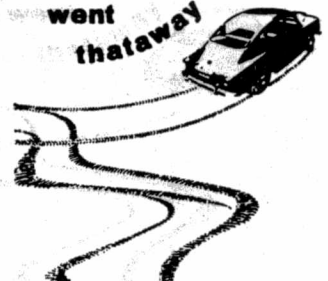
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NOMINATIONS FOR

1968

The following nominations have been made for 1968 Regional Officers:

Regional Executive:	Gene Birdsey	Roly Heacox
Assistant Regional Executive:	Ed Holeva	Bill Morris
Treasurer:	Stan Bubar	Jack Fenn
Secretary:	Eleanor Morris	Bill Sarr
Activities Director:	Ken Jochim	Joe Corbett
Directors at Large:	Art Frederick	
(Elect. Two)	Dave McClumpha	

The region's Consistution provides that any member in good standing may be nominated by presenting the nomination to the club secretary, Judy Bubar, no later than the November meeting. The nomination must be in writing, signed by any ten members in good standing, and countersigned by the nominee to signify acceptance. Nominees for Director at Large must have previously held elective office in the region. So far we have competition for all offices except Director at Large. Let's have more nominations for this (or any other) office.

The election will be by written ballot which will be mailed to each member of the region in early December. It may be returned by mail to the designated address, or delivered in person at the December meeting, notice of which will accompany the ballot. The December meeting will not be on December 6.

The Secretary



TREASURER'S REPORT

OCTOBER 1



Sept. 1 Balance	\$ 2336.11
Receipts, September	121.00
Expenditures, September	<u>222.27</u>

BALANCE \$ 2234.84

1.2.3.4.5... ARRGH!?

by FLOT. VALVES

Repairing a car can be a traumatic experience if you're an apartment dweller. All the world, it seems, is curious about automobiles and apartment living means you've gotta work in public.

A while back I was in the enviable position of being flat on my back 'neath a clapped out Chevy trying to coax a few more miles out of the beast. Oil dripping in my face, my head resting demurely in a pool of goo, I couldn't reach anything with a wrench; you know, the whole bag.

After I had successfully resisted, for several hours, the urge to make a huge 4-wheel'd Molotov cocktail, a retired gent happens by.

"Lovely day." "Unnhh." "What's the problem?"
"Unnhhh!" "Pardon me?" "Go soak your head!"

Then the landlady comes down and blows her mind about the crud on the driveway.

Evidently, as long as you're under a car, folks just assume it's OK to "borrow" your tools - particularly S-K $\frac{1}{2}$ " socket sets. Worst of all are kids. I had to chase a rubber hammer for 3 blocks, once.

However, the unkindest, worst, most miserable-awful-terrible thing of all is the scene where you're pooped; you've exhausted your imagination and it still won't work. And you're standing there dragging on a greasy cigarette trying to come up with a new idea when the slinky one from down the hall struts by in short shorts and halter, smiles, and says, "Still at it, huh?"

Arrrrrrgghh!



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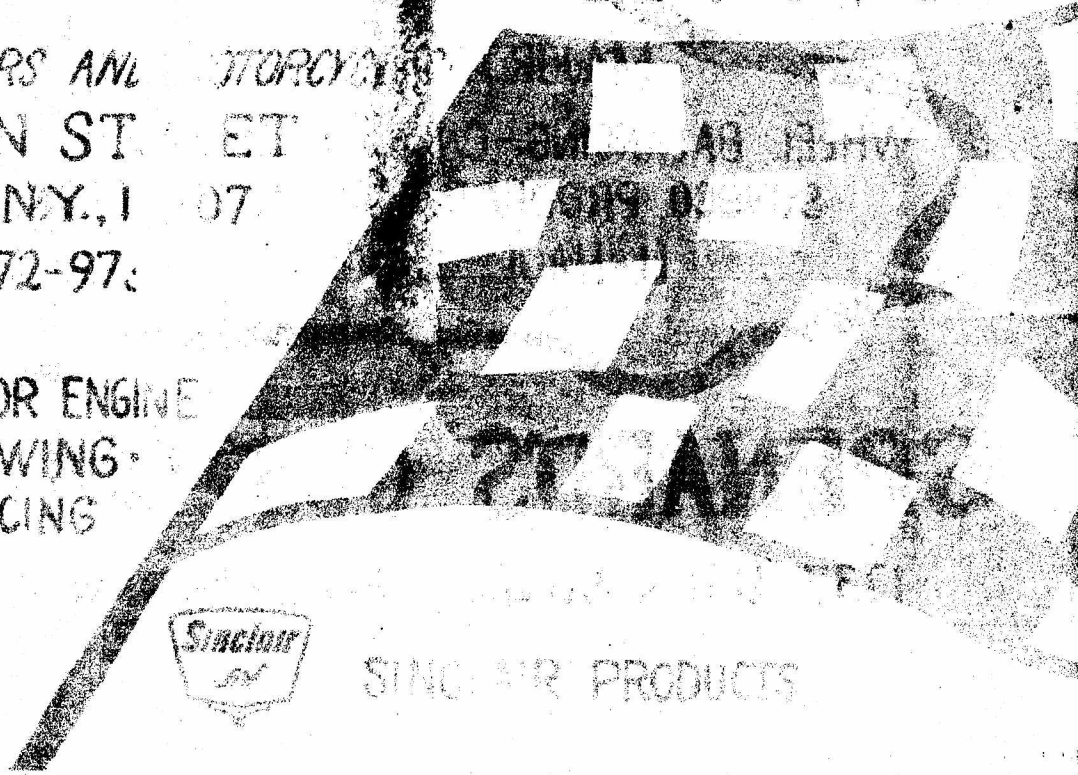
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TOUR DE FORCE II

October 8, 1967

By
BILL MORRIS

This rally has to be the most prominent candidate for Mohawk-Hudson Region's award "Event of the Year". If no such award exists, it ought to. As a TSD rally, it had all the proper ingredients: an interesting route, unambiguous instructions, safe yet brisk speeds, and a scoring system which saw the complete and official standings posted within minutes after all the check-point information had been collected. In short, it was a rally which was completed by most of the novices, yet taxed the ability of the veterans.

Starting from Rt's 155 and 20, the course ran in a general southerly direction towards the finish in Catskill. Sunday afternoon traffic was seldom a problem because liberal use was made of the back roads. Yes, some of them were gravel and dirt, but none presented serious obstructions to either my Elan or Mini with dangling floor boards. However, it was assumed that the driver knew the proper way to traverse rutted dirt roads: put one set of wheels on the raised center, switch from side to side on the road as is necessary to avoid the largest obstacles, and adjust speed to suit the condition of car as well as road. The scenery encountered on some of these roads compared with the high speed highways? Like trying to find county road 65 while traveling along at 55 to 60 MPH? The best description of Mt. Turnpike is "unbelievable." If you didn't run the rally, get a map of Green County and go down and see it sometime.

- 2 -

Both the general and the route instructions were quite definite and equally important. The rallymaster has a few options in writing out route instructions, and without the explanations and definitions given in the general instructions, there could be difficulties. Those who found themselves off course invariably missed landmarks, signs, or special instructions, and were not misled by the route instructions. The average speeds were quite compatible with the road and weather conditions, and speed changes were mainly for the benefit of the driver and not just to make the navigator work, although there was still plenty for him to do.

The scoring system marks another milestone in this region's ability to put on a good rally. Last year, the Tour de Force (I) was scored by Ben Chi using a computer to process the checkpoint data. This year, the program was rewritten for time-sharing computer processing, and a remote teletype terminal at the finish served as the link with the computer center in Schenectady. The punched paper tape, and then fed via the teletype terminal and a regular telephone to the computer and processed by a previously stored program. The scoring was finished and the trophies were awarded to the winners.

Credit for the success of this rally goes primarily to one person, the rallymaster, Ben Chi. He laid out the route, wrote the instructions, recruited the workers including two old friends from out-of-state, obtained the necessary materials for the checkpoints (two watches and a radio at each), and wrote the computer program for scoring the rally. Both workers and participants

-3-

agreed that it was a job well done.

The portable teletype terminal was furnished through the courtesy of the General Electric Research and Development Center. These are currently experimental units and are made available to employees for evening and weekend use. It was extremely useful, and there is a good possibility we can obtain one for use at future events.

Those who participated had the pleasure of running a really first-class rally, and we hope to see a few more next year.

MK-1

By
Jack & Marcia
Merrill

..... And would you believe that in this land of ours, there still holds out an auto parts shop that will do machine work on foreign parts. . . for 20% more than similiar American car components???

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"Ugly business, Politics.." "There is no place for politics in the SCCA." "The losers will quit the Club." These are some of the comments we've heard concerning the nominations for M-H officers that were made by petition at the last meeting. Will Uncle Gene or Roly quit SCCA if they aren't elected? Or Bill Morris? Or Ed Holeva? We really doubt it.

When anyone accepts a nomination for any office in any club, they must realize that there is that chance of losing. A nominating committee can nominate, but there's always the opportunity for others to be nominated for the office. We're hopeful that all of the candidates realize this, and are ready to accept the decision of the members. As Harry Truman once said, "If you can't stand the heat, get out of the kitchen!"

This brings us to a few more questions: How much real effort did the nominating committee spend in finding candidates? How many of the approximately 100 members were contacted to see if they would be willing to become a candidate for office? And what qualifications were outlined for potential candidates for an office? When last minute pressures must be placed upon an incumbent officer to persuade him to accept the nomination for an office which he has stated categorically that he does not want, the conclusion must be drawn that the nominating committee has not done their job!

FROM:

WESTPORT

ARRC SPONSORSHIP DETAILS

We are delighted to be able to announce a terrific shot in the arm for amateur racing. The ARRC has a sponsor.

After many years of hoping and trying, everything fell into place during the past few weeks following a conversation Dic Van der Feen had with a representative of the Newspaper Enterprise Association (NEA) at the Watkins Glen USRRC this summer. The upshot is a formal co-sponsorship of the 1967 ARRC by NEA and Colton Company Colton Company, a division of Gillette Company. The direct and indirect results should be very meaningful both in terms of badly needed financing and in publicity. SCCA will receive approximately \$12,000 to expend in behalf of the ARRC. The publicity and promotion of SCCA national championship racing and the ARRC should be tremendous. Both NEA, a newspaper service organization, and Hill and Knowlton, Gillette's public relations firm and the world's largest, are capable of very impressive work.

Announcement of NEA/Colton participation in the ARRC was made October 3, at a press reception at the Sky Club, Pan-Am Building, New York.

RELEASES OR WAIVERS - Important Quote from the Insurance Guide

It is a policy condition that releases be obtained from all participants if Contingent Liability insurance is to be in force. This is absolutely essential for all events, speed or non-speed.

REQUIREMENTS FOR RELEASES OR WAIVERS - The value of releases varies from state to state, jurisdiction to jurisdiction, case to case. Their ultimate value may easily lie in the hands of a jury, and thus it is essential to obtain releases from all participants in all events - both 'competitive' and 'non-competitive' or 'speed' and 'non-speed'. Participants are defined as competitors, officials, workers and others allowed to enter restricted areas. Contingent liability claims under the SCCA Master Policy (one participant against another) or against the Club, officials, sponsors, property owners, etc., are not covered unless the claimant has properly signed a release. The SCCA office has printed release forms available upon request (no charge) or your region's attorney can easily draw one up for you. The Club form is preferred.

WHAT IS A "PROPERLY SIGNED" RELEASE? - This varies with Statutes of Limitations, but as a rule releases should be kept for at least four (4) years for adults and, if signed by minors, for five (5) years after the minor reaches the age of 21. Keep

BULLETIN, Cont.

the originals - microfilming to simplify storage is contrary to the advice of the Club's legal counsel and insurance broker.

SHOULD RELEASES BE MAILED, OR GIVEN OUT IN ADVANCE OF AN EVENT? Already overburdened registrars deserve both sympathy and assistance - for there is a danger inherent in the 'advance' or 'early registration' system which cannot be overlooked. It is too easy to have credentials change hands if they are issued prior to an event, thus creating the possibility of a member or worker giving his credentials to a substitute or replacement, who would not be covered if injured. The best place to issue credentials is at the course itself, or at a Friday night registration area, or a technical inspection area. This minimizes the possibilities of impersonation.

ARE DIFFERENT RELEASE FORMS REQUIRED FOR MINORS, OR FOR NON-SPEED EVENTS? - Yes. A self-explanatory list of release forms available from Westport follows:

Speed Events

Participant's Agreement

Special Agreement for Minors 12 years or older

Special Agreement for Parents of Minors 12 years or older.

Non-Speed Events

Non-Speed Event Participants' Agreement

In order to comply with release requirements and provide an indication of responsibility on the part of minors participating in non-speed events, the following procedure must be adopted:

1. On individual release forms - the minor should sign the release form, striking out the words "being of lawful age".
2. On multi-signature release forms - the minor should sign the release and write under his name "Minor, Age _____".

LIMITED SPEED EVENT PROGRAM

There has been a vast amount of misunderstanding concerning the so-called "semi-speed" event program. On the one hand, it is assumed that the intent is to require national sanctioning, rules, licenses, and red tape for the gymkhana-autocross type of event. This is absolutely untrue, and such non-speed events would be unaffected by a "semi-speed" program.

On the other hand, it is also assumed that the intent is to downgrade certain speed events to the status of symkhanas and autocrosses. Once again, nothing could be further from the truth.

The events in question are speed events. They are, however, strictly one-car-at-a-time speed events; specifically, hillclimbs and time trials. Under the present GCR any driver

who runs in such an event must be a licensed racing driver. Most of the interest in these events is on the part of advanced gymkhana-autocross drivers, who wish to run in faster events, but cannot or do not wish to race. In most cases, they are not even SCCA members.

The basic proposition is to establish a special class of competition license for this type of event. The Pennsylvania Hillclimb Association today operates a program similar to that envisioned, issuing "hillclimb only" licenses accepted by SCCA. Some SCCA Regions run hillclimbs under dual SCCA-PHA sanction. This program is extremely successful with the usual entry being 100 to 200 cars.

The SCCA insurance broker served on the committee which examined the possibilities in a limited speed event program. He is prepared to offer participant insurance for time trials on courses with reasonable safety hazards at \$3.00 per car between a minimum of \$150 and a maximum of \$300. This type of event could offer an opportunity to small non-racing regions to run speed events within their physical and financial means. It could result in attracting many new members. Eventually it might be extended to permit high-speed special stages in rallies.

- These items were recopied from EXECUTIVE BULLETIN,
1967 Number 8, October 12, Westport, Connecticut.

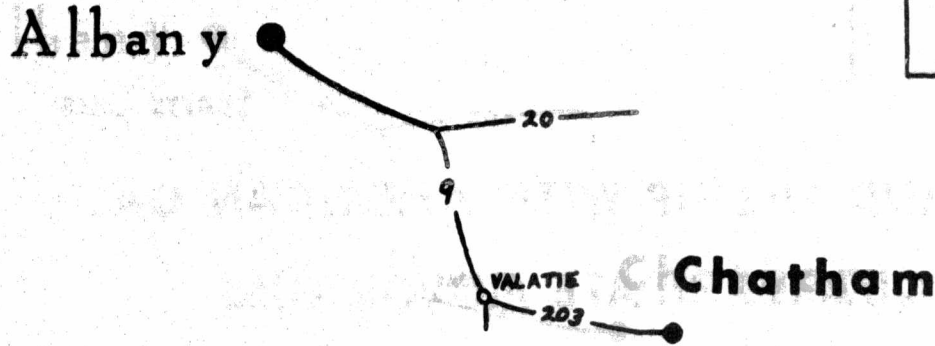
1968 FIA-SANCTIONED CALENDAR

Feb. 2 - Daytona Trans-American
 Feb. 3-4 - Daytona Continental 24-hour
 Mar. 22 - Sebring 4-hour
 Mar. 23 - Sebring 12-hour
 June 29-30 - Glen Manufacturers' Championship
 Aug. 21 -
 Sept. 1 - Elkhart Lake Can-Am
 Sept 14-15 - Bridghampton Can-Am
 Oct. 6 - Glen Grand Prix of the U. S.
 Oct. 12-13 - Ken, Wash., Trans-American
 Oct. 18-20 - Laguna Seca Monterey Can-Am
 Nov. 2-3 - Riverside Times GP Can-Am
 Nov. 16-17 - Las Vegas Stardust GP Can-Am

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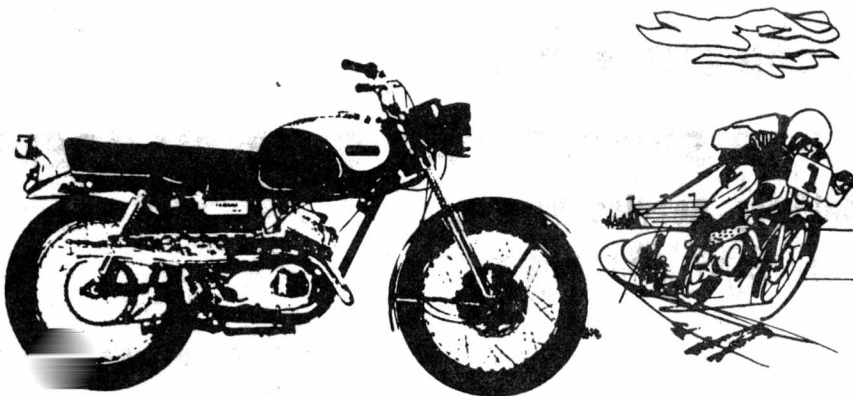
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FORCES-ADHESION HANDLING

PART III

In Part II of this article I pointed out the need for tread on wet roads, and the fact that wide tires may hydroplane more easily. Recently NASA finished a research project on automobile tire hydroplaning in conjunction with the Bureau of Public Roads. They found you could predict the speed at which hydroplaning would occur with the equation $V_p = 10.2 \sqrt{P}$ where V_p is the hydroplaning speed and P is the tire inflation pressure. Thus 16 psi gives a hydroplaning speed of 41 mph, 24 psi - 50 mph, and 32 psi - 59 mph. This assumes that there is sufficient water present for hydroplaning.

How much water is needed for hydroplaning? NASA found that a smooth tire would hydroplane at predicted speeds in only 4/100 inch of water, slightly more than 1/32 of an inch. For treaded tires, the amount of water needed is roughly equivalent to tread depth, depending of the tread pattern, and its efficiency in SCAVENGING water.

It should be noted that the speeds predicted by the above equation are for total hydroplaning, that is: the wheels slowing down to essentially zero mph while the car remains at speed. It should be realized that partial loss of traction occurs well before these speeds are reached. You may have sufficient traction to maintain speed in a straight line, but not enough for a turn, or to resist a gust of wind from the side.

Many people deflate tires in wet weather in order to get more rubber on the road. The reader should realize that this is exactly the wrong thing to do. One should increase pressure, therefore decreasing the amount of rubber on the road, by increasing tire loading and the tire's ability to cut through the water to the road surface.

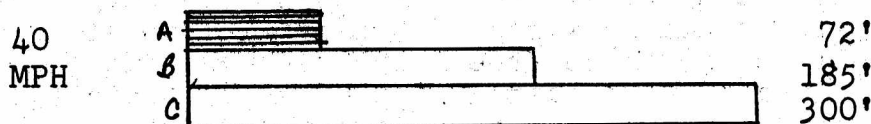
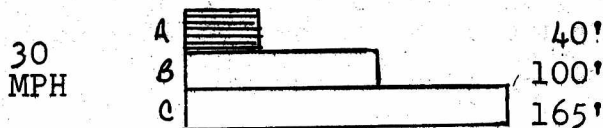
The reader should also realize two further facts about wet roads. Neglecting hydroplaning completely, a wet road has a 30 - 60% lower coefficient of friction due to the fact that water is a good lubricant for rubber. A road is usually most slippery during a light rain or during the first 10-15 minutes of a heavier rain. This is due to the combination of water with the oil, grease, dirt, and powdered rubber on the road to form an extremely slippery and tenacious film. A long or heavy rain tends to wash this off the road leaving it relatively clean, though still wet.

Continued--

FORCES, Continued

The accompanying graph from the NASA work illustrates the stopping distance for treaded versus smooth tires in the wet and compares both these distances to normal stopping distances on a dry surface. Tires were inflated to 24 psi and water depth was 1/10 inch so total hydroplaning did not prevail.

KEY



CLASSIFIED:

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A Porsche shop manual, (purchased in 1955)
 Special wrench for bolts which fasten the carburetors.
 Hand made tool for holding pulley in place when removing
 the generator nut to replace or adjust a fanbelt.
 Anyone interested in these items, please contact the editors.

* * * * *

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 includes Manifold, Injectors, Fuel meter, Fuel Logs, etc.

WANTED: Factory type, Rochester fuel Injection for Corvette.

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INEC

RUNOFF RESULTS

	DRIVER	REGION	TIME	CAR
<u>CLASS 1</u>				
1.	Robert Apotosh	WNY	2:25.320	Sprite
2.	Dave Robertson	CNY	2:25.632	Sprite
3.	Bob Pringle	CNY	2:26.060	Sprite
4.	Dave Elder	FL	2:28.641	Alfa
5.	Dick Surine	SNY	2:30.541	Alfa
6.	Mike Lanieu	CNY	2:31.303	Sprite
7.	George Dinnis	FL	2:35.106	Spitfire
8.	John Merrill	MH	2:35.159	Sprite
<u>CLASS 2</u>				
1.	Bing Sherer	WNY	2:35.903	Alpine
2.	Art Frederick	MH	2:35.959	Porsche
3.	Marv Jennings	CNY	2:36.432	Porsche
4.	Herb Naumann	CNY	2:40.056	Porsche
5.	Jim Ball	CNY	2:41.490	Porsche
6.	John Castle	FL	2:53.255	Alfa
7.	John Maslousky	SNY	2:57.258	MGA
<u>CLASS 3</u>				
1.	Russ Rung	WNY	2:22.381	TR 4
2.	Nate Olsen	SNY	2:24.126	A-H
3.	Dick Zwitzer	FL	2:25.022	TR 4
4.	Larry Luke	WNY	2:26.800	A-H
5.	Ray Patch	CNY	2:28.307	MGB
6.	Larry Callahan	CNY	2:29.100	MGB
7.	Dave Lewi	SNY	2:30.056	MGB
8.	George Clark	FL	2:30.123	Stinger
9.	Ray Everitt	WNY	2:35.944	TR 4A
10.	George Canfield	FL	2:39.360	Stinger
<u>CLASS 4</u>				
1.	Richard Culver	WNY	2:35.931	Corvette
2.	Howard Geer	MH	2:36.387	Corvette
3.	Craig Carter	CNY	2:38.325	Corvette
4.	Doug Speck	WNY	2:39.014	Corvette
5.	George Ferrin	FL	2:39.914	Corvette
6.	Bob Baechle	CNY	2:40.064	Corvette
7.	Ed Holeva	MH	2:48.567	Corvette
8.	Jim Walters	CNY	2:52.116	Corvette
9*	Charles Brown	SNY	2:34.104	Tiger
<u>CLASS 5</u>				
1.	Denny DeLeo	FL	2:19.499 FTD	Elan
2.	Herold Lindsay	SNY	2:21.398	Elan
3.	Dick Blake	SNY	2:22.071	Elan
4.	Irv Blakeslee	SNY	2:22.535	Porsche 911
5.	Bill Morris	MH	2:27.240	Elan
6.	Stan Bubar	MH	2:28.533	Elan
7.	Lothar Stahlberg	CNY	2:30.986	Datsun SRL311U
8.	Hugh Havens	CNY	2:33.367	Porsche 911
9.	Bob Mellay	CNY	2:33.869	Porsche 911S

*Disqualified by Protest

<u>DRIVER</u>	<u>REGION</u>	<u>TIME</u>	<u>CAR</u>
<u>CLASS 6</u>			
1. Chuck Marsh	CNY	2:26.239	NSU
2. Jack Fenn	MH	2:29.565	Saab
3. Roger Hull	SNY	2:30.385	Saab
4. Robert Abels	FL	2:31.579	Saab
5. Charles Berwin	FL	2:33.680	Abarth
6. Larry Howell	CNY	2:34.039	Mini
7. Robert Dunham	WNY	2:42.157	Austin Cooper
8. John Hutchinson	MH	2:42.164	Saab
<u>CLASS 7</u>			
1. Mike Schaughnecy	SNY	2:37.083	Saab V-4
2. Robert Hayward	FL	2:38.193	Saab V-4
3. Fred Burne	SNY	2:40.893	Saab V-4
4. Ken Mass	FL	2:44.548	Volvo
5. Bob Volans	MH	2:44.658	BMW 1600
6. Dave Hannig	CNY	2:54.370	BMW 1600
<u>CLASS 8</u>			
1. Ray Cosimano	SNY	2:39.525	Mustang
2. Gary Burnham	CNY	2:42.625	Corvaire
3. George Boss	FL	2:43.289	Corvaire
4. Russ Dalba	FL	2:44.215	Mustang
5. Glenn Tiffany	SNY	2:48.325	Mustang
6. Robert Hayner	MH	2:49.610	Corvaire
7. Bob Maryanski	WNY	2:52.765	Mustang
8. Barry Stevens	SNY	2:58.095	Dodge Dart
9. Walt Hannig	CNY	3:02.158	Mustang
<u>CLASS 9</u>			
1. Shirley Mersh	CNY	-4.749	NSU
2. Gail McGuire	FL	+4.552	Citroen
3. Bonnie Lindsay	SNY	+8.079	Elan
4. Joann Blakeslee	SNY	+10.685	Porsche 911
5. Betty Robertson	CNY	+10.929	Sprite
6. Marilyn Berwin	FL	+11.817	Abarth
7. Marion DeLeo	FL	+12.538	Elan
8. Judy Bubar	MH	+12.711	Elan
9. Grace Surine	SNY	+13.069	Alfa
10. Bonnie Sherer	WNY	+13.612	Alpine
11. Mercia Merrill	MH	+18.566	Sprite
12. Kitty Walters	CNY	+30.491	Corvette
<u>CLASS 10</u>			
1. Ted O'Neill	FL	2:24.030	Elva FC
2. Ro er Towsand	SNY	2:29.364	Jebro HSR
3. Dick Posenauer	CNY	2:31.658	Autod.FV
4. Roy Witaker	FL	2:35.611	Autod.FV
5. Dale Campfield	SNY	2:36.023	Elva FC
6. Lee Hidy	CNY	2:43.793	Elva FC
7. Art Fleek	SNY	2:46.536	Jebro HSR
8. Tom Wright	WNY	3:18.836	VW-Porsche
9. R. Van Nostrand	CNY	4:07.237	Elva FC
10. Dave Wolin	WNY	5:28.214	VW-Porsche

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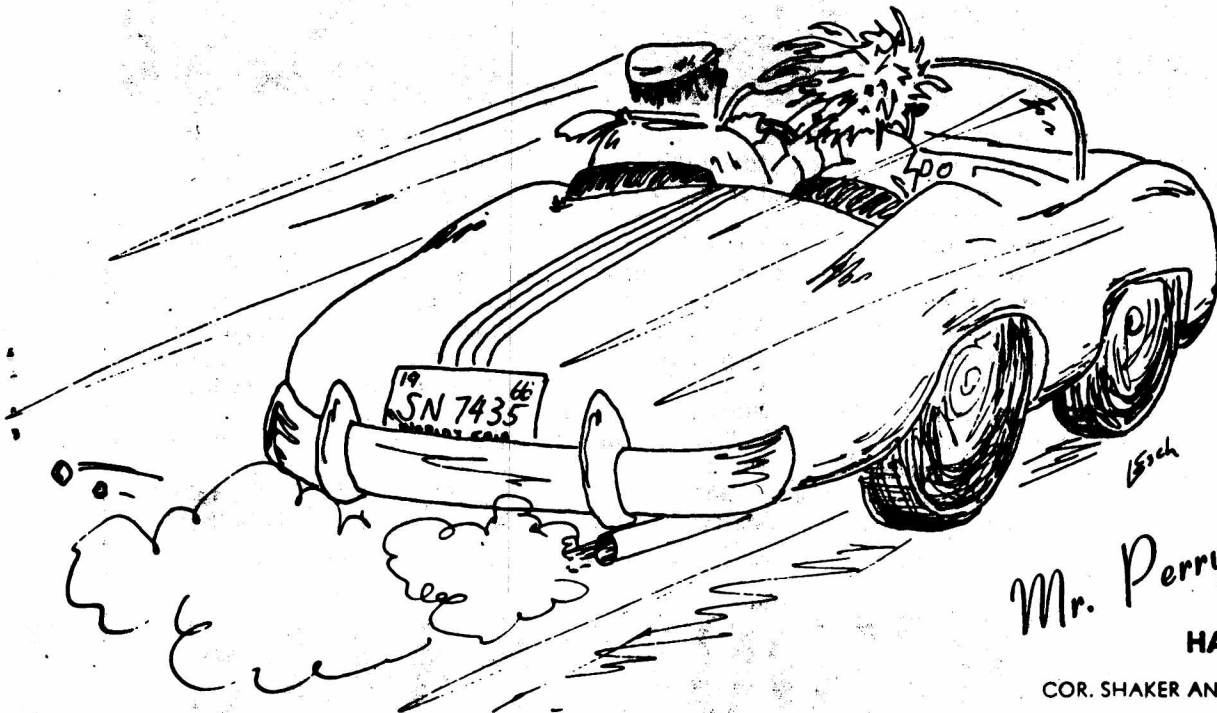
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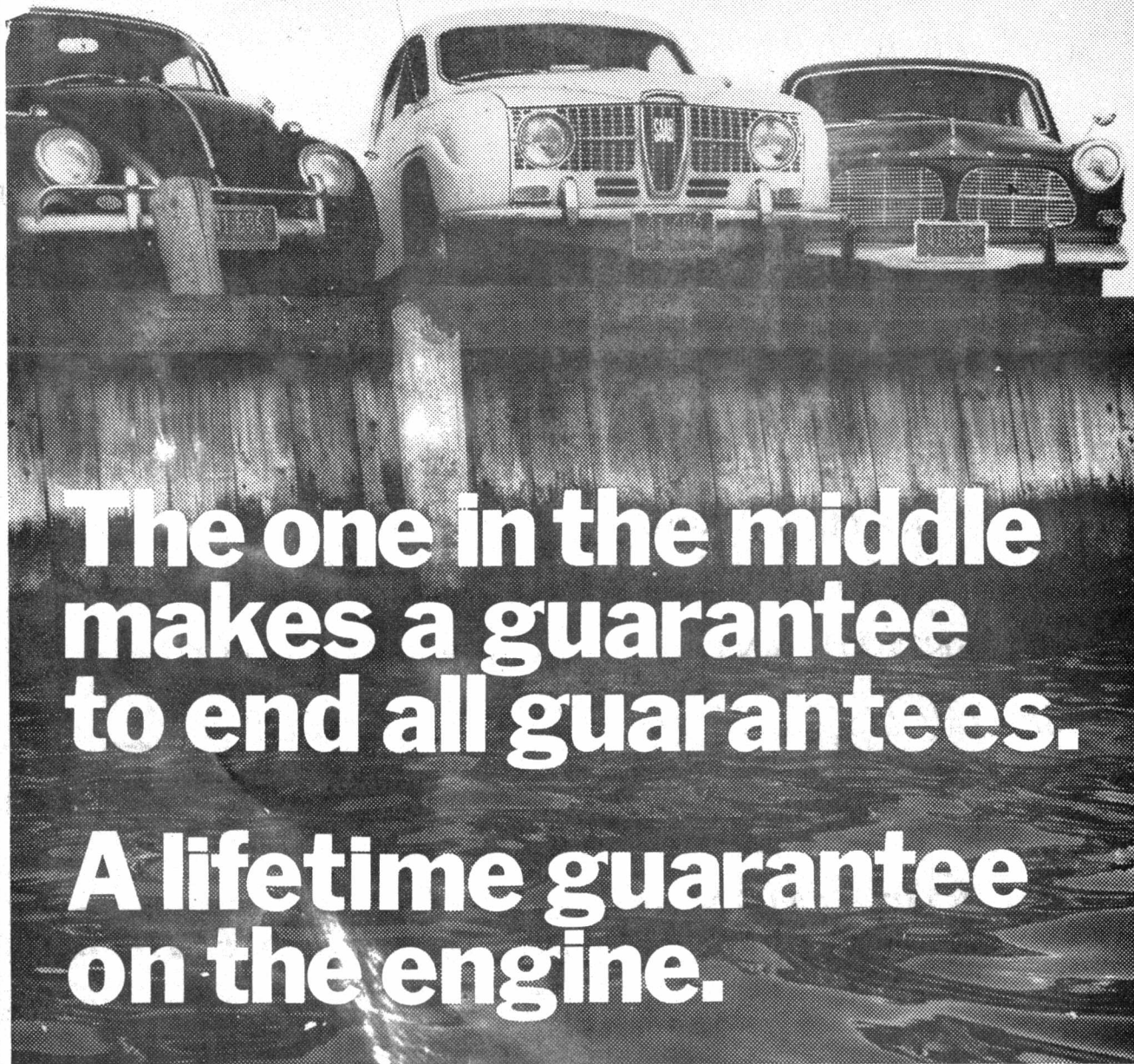


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