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newsletter of the
white mountain chapter BMW CCA



august & september 2008

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in this issue

4 chapter officers and staff

4 president's address

6 chapter membership

- » New Chapter Members
- » BMW CCA Membership Stats

7 upcoming event highlights

- » 2008 Mt. Washington Climb to The Clouds
- » Northeast Exotic Car Show 2008

9 recent event highlights

- » Tire Rack Street Survival
- » Teen Safe Driver School

10 drivers ed 101

- » Where The Rubber Meets Road - Part 3

11 news briefs

- » BMW CCA Car-Of-Your-Dreams Raffle
- » Oktoberfest 2008
- » American Legacy Print Series Continues

13 calendar of events

14 classifieds

on the cover



Long shadows signal the end of the day as Bruce Smith, co-driver of Team 719 (and current WMC president), puts his E30 M3 through the paces on a very scenic stage of the Targa Newfoundland in September 2005. To find out more about this amazing annual event, visit: www.targanewfoundland.com

photo submitted by:
Bruce Smith

post processed by:
Martin Callahan

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The **Profile** newsletter is published every two months. Club members are encouraged to submit BMW and/or club related articles and photos for publication. General articles should be typically under 200 words but longer features are also welcome as space permits. To be considered for print, all photos must be submitted as individual jpeg or pdf files at the highest resolution available. The submissions deadline is always the first Friday of the month prior to the newsletter issue (i.e. deadline is in May for the June/July issue). Send all submissions or questions to the copy editor listed above. For information on advertising in the **Profile**, contact the advertising manager listed above.

president's address

Wanna have some fun? Well, step right up and I'll tell you how!

by: Bruce Smith, WMC President

"I'm tired of hearing it said that democracy doesn't work. Of course it doesn't work. We are supposed to work it".

~Alexander Woollcott

Yes, the chapter elections are coming up in December again as they do every year, and although that dark and icy month might seem like a long ways off as you're still cruising around with the rag top folded in the trunk or the AC cranked over to max, now is actually the time to start thinking about the elections.

The chapter has four elected positions: President, Vice President, Treasurer and Secretary. If you think you might be interested in running for any one of these offices, but aren't sure what the position would require from you,

contact the officer currently holding the position. Any officer would be happy to share with you what it is they do. If you already do know what it's all about and think you could be interested in having some fun on the board for a while, then this is definitely the time to get your "campaign" started. Holding an elected position is a great way to participate in the chapter, make an impact, and it truly can be a fun and rewarding experience.

Anyone thinking of running should put together a short (no more than 300 words) "candidate statement"; introduce yourself and say why you'd like to be elected. Also, include a photograph of yourself. Submit your statement and photo to our membership chair, Laura Fallis (you can contact her via the chapter website).

We will be publishing all the candidate statements on the website along with all the election details. Additionally, all candidate statements received by September 5th will be published in the October/November Profile. As always, be sure check the website regularly, especially over the coming months.

I hope you've all been enjoying your summer driving season, and that you're all looking forward to some great New England fall driving as much as I am.

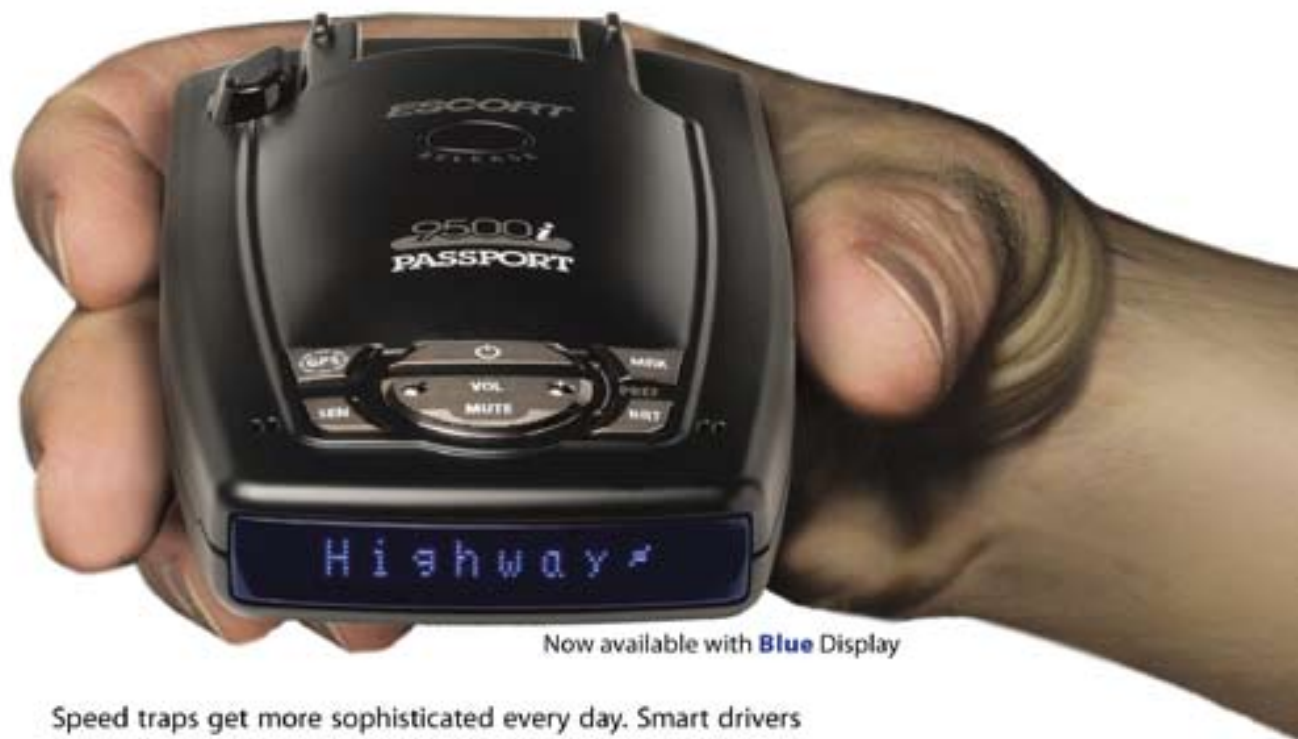
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chapter membership

A Note from Your Membership Chair

by: Laura Fallis, WMC Membership Chair

SAs I enjoy this fine summer day before the 4th of July I have the pleasure of welcoming our newest chapter members.

Hope to see many of you at any of our future events! Check out the calendar of what's coming up on page 13 and be sure to visit the chapter website.

Drive Safe!

Laura

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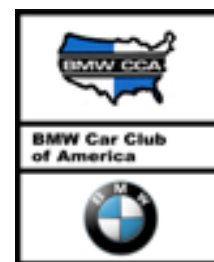
Welcome to our New White Mountain Chapter Members

David Almeda Nashua, NH	Nathan Bartnick Conway, NH	Frank Bayliss Hampstead, NH	Jonathan Bouchard Manchester, NH	Peter Donison Weare, NH
Margaret Dowst Weare, NH	Peter Duffy Arlington, Ma	Daniel Fillingim Nashua, NH	Robert Fleischman Concord, NH	David Gallagher Hampton Falls, NH
George Geer Hudson, NH	Glenn Grasso Dover, NH	Howard Greene Exeter, NH	Clare Iorfida Johnston, RI	Chris Jacques Barrington, NH
Patrick Kelly Manchester, NH	Daniel Kerman AtkinsOn, NH	Madeleine Kerr Merrimack, NH	Ed Kosinski Sanbornville, NH	Greg Loupis Hanover, NH
Oliver Lucier Rindge, NH	Angus Mackay Quebeccanada	Erin Madden Keene, NH	Kayla Martel Hooksett, NH	Daniel McLaughlin Gilford, NH
Joshua Moat Newmarket, NH	Steven Mooney Conway, NH	George Morris Salem, NH	Ross Nadeau Manchester, NH	Charles Peckham Dover, NH
Nick Porriello Derry, NH	Alex Richards Newmarket, NH	Harry Seidel Newbury, NH	Niranga Sumanatilleke Salem, NH	Damon Tarry Manchester, NH
	Alexander Vogel Dublin, NH	Rolf Vogelmann Somersworth, NH	John Williams Windham, NH	

BMW CCA Membership as of June 23, 2008



	Full	Associate	Total
Current Membership	66,312	9,666	75,978
Last Month's Membership	66,292	9,658	75,950
Monthly Net Gain	20	8	28
Monthly % Change	0.03%	0.08%	0.04%
Last Year's Membership	66,388	9,926	76,314
Annual Net Gain	-76	-260	-336
Annual % Change	-0.11%	-2.62%	-0.44%



upcoming event highlight

2008 Mt. Washington Climb to The Clouds

by: Ed Valpey, WMC BMW CCA, VSCCA

The BMW CCA is once again privileged with an invitation by the Vintage Sports Car Club of America and the Mount Washington Auto Road to participate in the 2008 *Climb to The Clouds*. This is one of the most unique events in the country, and for many reasons. Aside from the ex-

This year we will introduce a team trophy, which will be awarded to the club whose best 5 or 10 finishers have the lowest combined time differential. Last year's results will be included, so the VSCCA will get the first plaque. Let's see if we can prevent a streak.



Kevin Ladd cresting the finish line in his vintage CS Coupe during the 2007 Climb to the Clouds event.

traordinary scenery, the impossibly fun road and the collection of unique vintage racing cars that share the event, it is also the only "competitive" event on our calendar that is not necessarily a speed event. The winner is determined by consistency, measured over two runs, instead of speed, so the driver on a casual sightseeing ride has as much chance of winning the event as the latest BMW racing car.

For a full feature article covering this great event last year, see page 5 of last year's Dec/Jan *Profile* or check out the following link at the chapter website: <http://www.wmc-bmwcca.org/documents/profile/2007-5.pdf>

To register for this year's event or just to check out a bunch of photos and a video link, visit: http://www.wmc-bmwcca.org/mt_washington_hillclimb.html



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upcoming event highlight

Exotic Car Show - August 16, 2008 - Merrimack, NH

text by: David Harrison

photo by: Paul Michali (2005)

Looking for a car event that will not cost you a tank of gas? Saturday, August 16th will be a day for exotic vehicles from the region to congregate in Merrimack on the beautiful grounds of the Anheuser Busch brewery. Entrants contribute \$20 per car to enter the show and park in the BMW paddock. Spectators can enjoy the event for free.

The Dodge Viper Club once again will host the event and provide a top notch venue. The entire event is extremely well organized and attended. This will be the fifth year the group will volunteer to work the show and benefit the Make-A-Wish Foundation. A thank you also goes out to the folks of Anheuser Busch for providing the Merrimack Brewery as a backdrop for the automotive works of art.

Last year BMW loyalists entered twenty one cars. The goal of the White Mountain Chapter was to gather more cars than the host club. We bettered the Vipers by about 2 to 1. As a matter of fact, BMWs outnumbered all other makes on display. Additional groups included Ferrari, Lamborghini, Porsche, Lotus, Delorian, and many more. Some independent entries included a vintage Stanley Steamer and a huge International Harvester pickup.

For 2008 I would like to call on the Bimmers of yesteryear. The classics were missed last year. Not one 2002, E30, or anything older than 1979

found its way to the show. They would round out our livery of more modern examples of the blue with white family.

The WMC would like to invite all club and non-club members to join as entrants or spectators in support of the Make-A-Wish Foundation by attending a day of cars, Clydesdales, and brewery tours. Please mark your calendar (rain date is Aug 17). Reservations are not required. Check the chapter website for other details or phone the BMW WMC contact (David Harrison 603-216-2829) with questions.



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recent event highlight

Tire Rack Street Survival, Teen Safe Driver School

text by: Michael Marsh, Liberty Mutual Sales Representative & WMC Member

photos by: Paul Michali (2005)

Anyone who's a parent should read this article. I want to tell you about Mother's Day at NHIS in Loudon. It was a day I should have listened to the person who said, "I have sunscreen". It was the day I learned that the driver's education I took as a teenager, was quite inadequate.

I spent five years as a Client Advisor for BMW. I use to attend many product launches and driving events that BMW spent millions of dollars on. The White Mountain Chapter of the BMWCCA did a comparable job with the Tire Rack Street Survival, without spending millions of dollars. The planning and expertise of the club members made this a successful day for all involved.

The idea is simple. Parents bring their 16-21 year olds to NHIS for a day of driving. They start off in the classroom where they learn about anticipating, sensing, and managing their vehicles. Then they get behind the wheel. Some where BMW's. Some were not. It didn't matter. The most important item of the day was teaching our youth how to become better drivers.

When class let out, and with a highly skilled instructor, students made their way to the driving stations. The first exercise started with a figure eight driving maneuver. This exercise helps students better understand braking and steering. It reminded me of BMW's "ride-and-drives". I would always get out of the vehicle when others were driving. For some reason, I would always get car sick. The next station featured a simulated skid pad. Drivers learned the skill of maintaining a constant radius while maintaining a consistent speed. The principles of over-steer and under-steer were shown in a safe way. A good driver can maintain 35 mph without losing his circle. I put my 328i to the test and realized it is not as easy as it looks.

Then it was off to the emergency lane change location. This is a demanding exercise for inexperienced drivers. Avoidance is the key principle. It is the key element in the engineering of all BMW's. Knowing when to steer and brake is invaluable to young drivers. It feels good to know that these young people learned and built confidence around cones. Out of all the exercises, this one will save more lives. It also put more smiles on faces



Learning fundamental principals in "the classroom".



Learning "hands on" about vehicle dynamics with focused, one-on-one, in-car instructor training.

than a NASCAR race day at NHIS. I spent most of my time shagging cones at that station.

I don't think it's too far fetched to say that the kids left better drivers than most of the parents that brought them there. It was a great learning experience for everyone involved. As I said earlier, this should be part of public driver's education. Knowing the state laws is important, however, the eight hours of required driving is extremely insufficient. When a driver gets his/her license, they should have just one year to take a defensive driving course like this one. The lessons learned are immeasurable.

Gordon F. Geick, D.M.D.

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Where Rubber Meets Road - Part 3

by: Ed Valpey, WMC Chief Driving Instructor

One might wonder whether the same individual who named an anti-roll bar a “sway” bar also named a damper a “shock absorber.” The component that absorbs the bumps in the road is the spring, and what we call a shock absorber is a damper designed to prevent the spring from actually springing... so I guess the spring could be called something else, too. Whatever we choose to call them, these components play a vital role in the handling of our car, and after an anti-roll bar change they’re probably a better, if not more economical, next step than camber plates.

When BMW designs a suspension they have two goals. First, the car must have a relatively smooth and comfortable ride. Second, the car needs to handle well, which means the tire must stay in proper contact with the road surface as much as possible. These two goals are, however, mutually exclusive; stock street suspensions are a compromise between ride and performance. BMW’s very reputation as the “The Ultimate Driving Machine” was built on their ability to achieve this delicate balance better than anyone else. If comfort isn’t a factor, however, and if we’re willing to have a car dedicated to the track (most tracks are fairly smooth), maximizing the performance of our suspension isn’t a problem. However, try taking your “track” car out on New Hampshire roads during pothole season... you’ll finish the ride with bent, broken and lost parts, and that’s just your teeth.

There’s no doubt that when Arrgg built that first granite-wheeled wagon there was an immediate demand for something to cushion the ride. When a tire hits a bump in the road, 99.999% of the time it’s the tire that gives, getting launched essentially straight up in the air. It’s not just the tire, however, that gets launched. It’s also the wheel, the brake rotor and caliper, spindle, upright, suspension components, sway bar and linkage, steering arm and linkage on the front, u-joint/coupler and driveshaft on the rear, and various hoses and wires. All this stuff is called Unsprung Weight, and if you throw it all on a scale you’d find that it weighs quite a lot. In order to have a smooth ride, this heap of parts needs to move quickly and over a fair distance in response to bumps in the road. Ergo, there needs to be relatively little resistance. However, these quickly moving parts develop significant momentum, which makes them reluctant to return to the road surface. This is why builders of purpose-built race cars use every trick in the book to reduce unsprung weight... the lighter all this stuff is, the quicker it responds to the influence of the springs. Traditional performance suspensions simply provided more resistance to travel than stock suspensions, thereby forcing this mass of parts back onto the road more quickly... and delivering in the process a ride much like Arrgg was accustomed to. Things are not quite so simple these days as suspension technology has become considerably more sophisticated. Progressive springs, Magnetorheologic suspensions are specifically prepared mixtures of iron particles of about 10 micron with special stabilizing agents. The viscosity of such suspensions

**when Arrgg
built that first
granite-wheeled
wagon there was
an immediate
demand for
something to
cushion the ride**



photo: Martin Callaiah

A visual of many components that can comprise unsprung weight. Here, the front left suspension of the author’s Royale Formula Ford.

can increase by a factor of 100 with the growth of a magnetic field, while the viscosity of ferrofluids can only increase by 10-30%. This feature is ideal for application in magnetically operated brakes, sockets, dampers, vibration isolators, as well as in magneto-abrasive machining for polishing optical lenses. FerroLabs, Inc ... improvements in valving or the use of gas or magneto-rheologic vs. fluid dampers have made suspensions far more versatile. The general rule, however, still applies... if you want your car to handle you’re going to pay for it, to some degree or another, in the kidneys. So in order to improve our car’s handling, we need to stiffen our springs, improve our dampening and reduce unsprung weight. If you have any money left over, you might consider shock tower braces, which prevent all these stiff components from folding your car in half every time you take a corner or hit a bump. In fact, if you really want to stiffen your car the best option is a rollbar that ties the body structure to the shock towers both front and rear. Only after the chassis and suspension have been adequately stiffened, and chassis roll has been limited, can camber plates provide full benefit.

If you think it sounds like we’re making your daily commuter eligible for the World Touring Car Championships, you may be right. We might as well go for broke. You’ve already spent your rebate check – thereby propping up the economy, as it was meant to do – and your offspring are now shopping student loans, so let’s take a look at some of the many marvelous things you can do with the money from a third mortgage. Stay tuned!

news briefs...

from the BMW club and beyond



BMW CCA news from national

submitted by: Frank Patek, BMW CCA Executive Director

2008 BMW CCA Car-Of-Your-Dreams Raffle

If you have not yet been to the national website recently, stop by and click on the raffle link. There you can buy your tickets for a chance at the car of your dreams!

This year there are three prize levels. One Grand Prize -the BMW of your dreams, up to an MSRP of \$100,075. (Why the odd number? It coincides nicely with the MSRP of a new M6!), one First Prize -any BMW up to a total MSRP of \$60,000, and finally, depending on the number of tickets sold we will likely award several Main Prizes -any BMW up to an MSRP of \$42,000.

Only BMW CCA members in good standing on August 1 2008 are eligible to purchase tickets. The maximum number of tickets available for purchase will be seven per valid membership, that means associate members are entitled to buy seven tickets as well. This year, for the first time, tickets are available for purchase on the national website: www.bmwcca.org

Oktoberfest 2008 Still Not Too Late To Register!



Registration is running ahead of last year's at this same time, but there may still be hotel availability at the Holiday Inn in Ithaca, the Radisson in Corning, and the Hilton Garden Inn in Elmira. Identify the BMW CCA room block when making your reservations.

Larry Koch, BMW North America's representative, has announced that Bobby Rahal, president of Rahal Letterman Racing, will be our featured speaker at the Oktoberfest awards banquet. This event, which is being held at the Wings of Eagle Discovery Center, will also showcase a BMW car display on the tarmac. Confirmed guest tech speakers include Albert Bierman, director of research and development for BMW M vehicles; ace driver James Clay, the head of Bimmerworld; Joe Marko of HMS Motorsports, and our own Roundel technical editor, Mike Miller of Tech Talk. Look for more speakers to be announced soon. Space is still available for organizations who would welcome the opportunity to display their wares to a special national audience of Bimmer enthusiasts. If interested, contact Linda Axelson at 864-250-0022 or lindaa@bmwcca.org and don't forget either about the dedicated Oktoberfest website: www.bmwcca-okfest.org. It is the best and fastest way to learn everything about this outstanding upcoming event.



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news from the BMW CCA Foundation

submitted by: Michael Mitchell, BMW CCA Foundation Curator

American Legacy Print Series Continues

1981 IMSA Champion BMW M1

The BMW CCA Foundation is proud to present the 3rd print in our "American Legacy Series" to highlight the milestone race cars from the US to date. The Foundation will commission two limited edition prints annually, all numbered and signed by the artist, Englishman Steve Dunn.

We decided to use the 1981 IMSA GTO Championship winning BMW M1 in the Red Lobster livery for our 3rd print. This car was driven by David Cowart and Kenper Miller. Jack Deren was the crew chief for the race team.

These prints are individually numbered and hand signed by artist Steve Dunn. The M1 is limited to 100 prints and measure 12 x 16 inches. This print is available now for \$85 each plus \$6 for postage/shipping in the US. Your purchase of this print helps support the BMW CCA Foundation Archives. We anticipate our 4th print to be released around November 2008. There are still a limited number of the 320i Turbo prints available (the 2nd car in our series).



Additional information or to purchase this print, contact Michael Mitchell at 864.329.1919 or via the foundation's website at:

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2008 calendar of upcoming events

www.wmc-bmwcca.org/calendar.html

Registration, RSVP, directions and details for all events are on the chapter website. High performance driving schools have special advance requirements.

Saturday August 16th, 8:30am - 3:00pm

Northeast Exotic Car Show

Help the Dodge Viper car club raise money for the Make-A-Wish Foundation and join the contingent of BMW CCA members showing off our marque! Registration is at 8:30 AM, the show opens to the public at 10 AM. Held at the Anheuser-Busch Brewery in Merrimack, NH. Rain Date is Sun. Aug. 17th Questions? Contact (603) 216-2829. -Cost: Free to attend/\$20 to enter your car -RSVP via the chapter website

Sunday August 24th, 8:00am - 5:00pm

Advanced Driving Safety Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. Held at NHMS -Cost: \$85 -Register now via the chapter website! (until 08/21/08)

Monday August 25th, 7:00am - 4:00pm

Summer Heat Driving School

This school at NHMS is your chance to get in some hot summer laps! Held at NHMS -Cost: \$195 (first timers \$95) -Register now via the chapter website! (until 08/21/08)

Saturday September 13th through Sunday September 14th

Mt. Washington Hill Climb

The Mount Washington Hillclimb, also known as The Climb to The Clouds, is one of the most unique events in motorsports. Starts at the base of the Mount Washington Auto Road. Questions? Contact (603) 387-2082. -Cost: \$290 -Register now via the chapter website! (until 09/10/08)

Monday September 22nd, 10:00am - 6:00pm

Susan G. Komen Drive for the Cure

Drive the latest BMWs and help raise money for the Susan G. Komen Breast Cancer Foundation. It's a great drive, for a great cause! At Tulley BMW in Nashua, NH Questions? Contact (603) 647-4944 Ext. 1. -Cost: Free, -Registration opens 08/12/08

Tuesday September 23rd through Sunday September 28th

BMW CCA Oktoberfest

A fun filled week of activities for the whole family at the BMW CCA Oktoberfest. This year the featured model is the BMW 6 series. This year the event will be at the beautiful Watkins Glenn, NY. -Cost: See national site for details -Register now via the chapter website! (until 09/23/08)

Monday September 29th, 10:00am - 3:00pm

Susan G. Komen Drive for the Cure

Drive the latest BMWs and help raise money for the Susan G. Komen Breast Cancer Foundation. It's a great drive, for a great cause! At BMW of Stratham in Stratham, NH(NEW DATE) Questions? Contact (603) 647-4944 Ext. 1. -Cost: Free, -Registration opens 08/12/08

Friday October 3rd through Sunday October 5th End Of Summer Driving School

This three day school at NHMS is your last chance for track time this year. This is a joint event with the Boston Chapter, who will be hosting the event this year. -Cost: TBA, -Registration TBD

Sunday October 5th, 10:00am - 2:00pm

Bavarian Autosport Show & Shine

This event promises to be a great day filled with camaraderie, good food, thousands of dollars in free raffle prizes, awards and, of course, lots and lots of BMWs. Held in the parking lot at BavAuto in Portsmouth, NH. Questions? Contact (603) 647-4944 Ext. 1. -Cost: FREE w/ Complimentary Drinks & BBQ -RSVP via the chapter website

Saturday January 24th, 2009 6:00pm - 11:00pm

Annual WMC Reunion Party (f.k.a.-Annual Holiday Party)

You don't want to miss this spectacular annual event! We have taken YOUR input into account from last years event. New venue location, On site hotel, More time to socialize, New food options and New chef, Plus more! Venue will be finalized by July 2008, look forward to easy access with hotel accommodations Questions? Contact (603) 647-4944 Ext. 1. -Cost: TBA -Registration via the chapter website opens 11/19/08



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61.4k miles, 100k warranty, silver/gray, super clean, won 1st & 2nd at car show, navigation, xenon lights, integrated phone, harmon kardon sound, headlight washers, ski bag, heated mirrors/seats/washer fluid, european cross-drilled rotors, M3 strut brace, wider tires, silver/yellow directionals, and clear reflectors. \$33,995 Obro. Call karl leinsing at 603-203-0365 or e-mail via the chapter website classifieds.

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Immaculate, titanium silver w/black 6spd manual xenon h/k system. 35k excellent condition. Always garaged, never seen snow, no accidents, no body work. All service by BMW including inspection 1. Only 1000 miles on the new continental CSC2's. Gorgeous in and out \$32,000 bro. Call eric von der linden at 6036895300 or e-mail via the chapter website classifieds.

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2nd owner 4 speed all books, approximately 36,000 original miles. Call david armstrong at 6034975219 or e-mail via the chapter website classifieds.

1988 M6

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Royalblau/natur 5speed manual. Near perfect interior, solid drive train, needs some tender loving bodywork. Second owner since 9/2000. Almost all original. Blaupunkt 10 cd stereo upgrade. Maintained by 3dautoworks. Too many cars. Asking \$18k. Call thomas blinn at 603-673-8171 or e-mail via the chapter website classifieds.

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flywheel,3:38 diff, headers, nice alpine cd and small subwoofer,new tires, new radiator and water pump, new headgasket, valve springs and retainers, and lifters, overall very nice condition. \$20999.00. Call jody mccormack at 603 848 7284 or e-mail via the chapter website classifieds.

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UUC Full Cat Back Exhaust

TSE3 e46 325/330. Installed 7/3/08 but too loud for me. \$900 local pickup only from Amherst, NH <http://www.uucmotorwerks.com/> for more details Thanks, Brad. Call Albert Croteau at 603-672-4536 or e-mail via the chapter website classifieds.

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