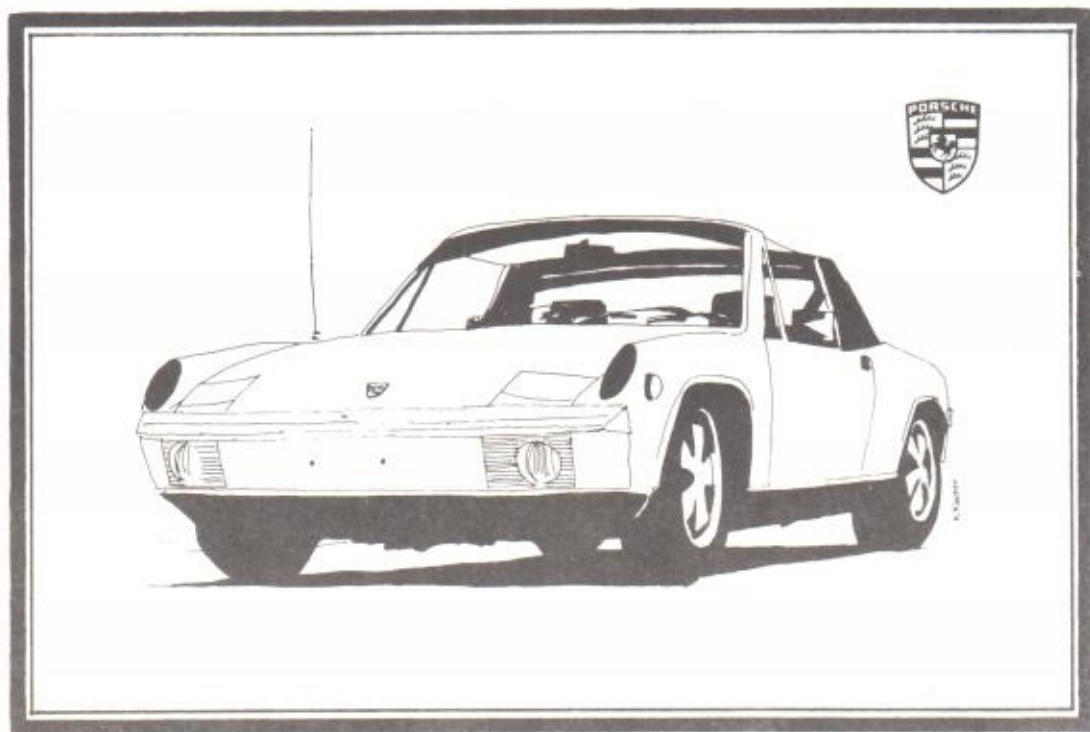




WAR BONNET REGION

# WAR WHOO

September - October 1980



PORSCHE *Club* of AMERICA

## On The Cover

The 914 was built from 1969 through 1976. The 914/6, with the 911 two liter engine, went from 1970 to 1972. The \$600 difference between the 914/6 and the 911 wasn't enough to keep people from going ahead and buying the 911, so the six cylinder version was dropped. The four cylinder engine grew from 1.7 liters to 1.8 and finally to 2.0 liters. The price also grew from \$3,600 to \$7,000 as the Dollar and Deutschemark went further apart in value. With the introduction of the 924 in 1975, Porsche replaced their last air cooled four cylinder with their water cooled "car of the future".

## War Whoop

### EDITORS

Bob & Andy Hess  
5000 S.E. 51st Street  
Oklahoma City, OK 73135  
405/672-8188

### ADVERTISING

Mike Cooperman  
6907 N. Independence  
Oklahoma City, OK 73116  
405/840-4748

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# 1980

## War Bonnet Region



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12504 Arrowhead Terr.  
Oklahoma City, 73120  
405/755-1646

#### VICE-PRESIDENT

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6907 N. Independence  
Oklahoma City, 73116  
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Berry Berryman  
5035 S. 86th E Ave.  
Tulsa, 74145  
918/627-2413



# From The President

The arrival of fall signals a wide variety of upcoming activities and business for War Bonnet Region.

The business I referred to is the nomination and election of officers for 1981. It is important that you participate in the nominating process as well as actually voting. As I see it, voting is not only a privilege, it is your obligation. Elsewhere in this issue are the names of the people on the nominating committee together with an excerpt from the War Bonnet Region By-laws regarding the nominating procedure. If you want to nominate someone give it careful consideration.

Our events to date have been very successful. There is, however, one thing that is a constant source of surprise to me, and that is the comment "I didn't realize that the \_\_\_ was last weekend." Once again I recommend that you check the calendar in this issue to see what will be going on. The activities that are yet to come are some of the very best of the year. If you don't come out, so be it, it is your loss.

The Hare and Hound Rally in Tulsa on July 20 was great fun. The 107° temp. kept the attendance down a bit but the people who came out had a fine time. Jan and Chet Wilkes spent lots of time to put this event on and we owe them a big "thank you".

Then came the Swimming Party. What do you say about this event except "WOW". As usual it was a crazy one. Around 50 folks showed up. You folks that didn't attend really blew it. It gets crazier and crazier every year. Enough people came in swimming attire to enable a rip roaring water volley ball game to take place. Once again the Pittsburg Steelers of War Bonnet Region volleyball, the OKCers, took the series. Many thanks go to Jan Wilkes for her efforts. Also I must thank Linda and Bill LaSorsa for securing the clubhouse at Oak Brook for us. It is a fine facility and lends itself towards having a good time.

Chris





# 1980 Calendar

# From The Treasurer

## SEPTEMBER

German Dinner  
OKC, Sept. 27

## OCTOBER

Fall Foliage Tour  
Leave Tulsa  
October 25 & 26

## NOVEMBER

Autocross  
OKC, Nov. 16

## DECEMBER

Christmas Party  
Tulsa, December 20

BALANCE SHEET 8.27, '80

CHECKING ACCOUNT	\$2,997.97
TECH ACCOUNT	1.00
ACCT RECEIVABLE	279.00
CLUB STORE INVENT.	<u>785.66</u>

TOTAL ASSETS \$4,063.63

TOTAL NET WORTH \$4,063.63

Jim

---

## Kudos

Dear Chris:

This is just a note to let you know that you have some very fine helpful people in the War Bonnet PCA. One week before the divisional solo II run-offs I discovered severe cracks in my rear tires. My Carrera takes rare 215-60/15 rear tires. No used ones were to be found and it is not recommended to run a divisional run-off on new tires. Two PCAers, Jim Blakewell and Al Lang came to the rescue. Jim offered to let me run on his wheels

and tires. Even though, according to Porsche, the 7" and 8" wheels were an option on the 1974 Carrera the SCCA did not see it that way. To stay legal I had to find a set of used 215-60/15" CN36s. TAC kindly mounted Al Lang's rejects on my rear wheels. These worked well enough for a divisional championship in A/stock.

In this day and age when you read about stalled motorists dying from exposure on interstates because nobody will stop to help, it is good to know that there are decent human beings in our group who



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are willing to help even a casual acquaintance in need. As such, War Bonnet Region PCA should feel that my A/stock divisional championship was in large part due to their efforts.

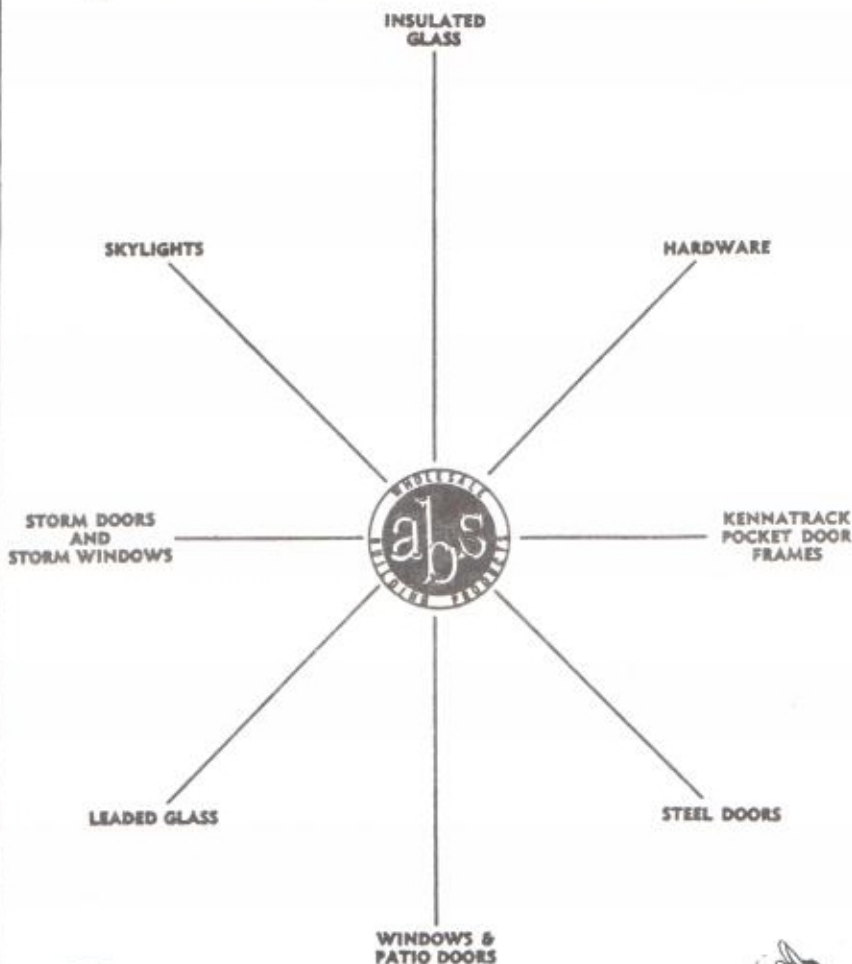
Sincerely,

Art Zeiner



German Dinner-September 27th

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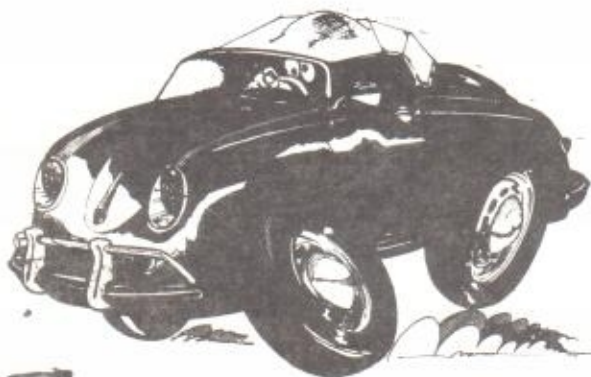
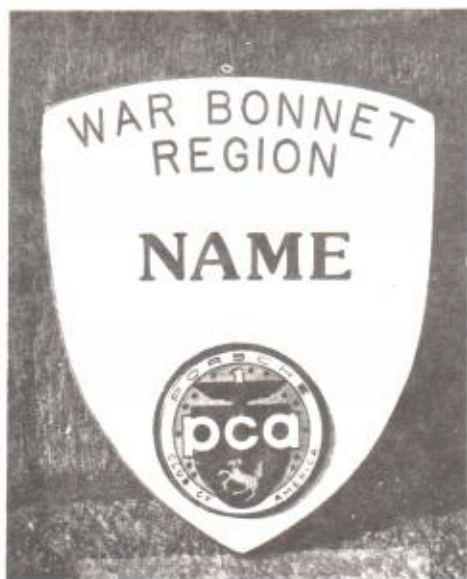
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## Semi-Fast

By Art Zeiner

On August 22nd, 1980, four crazed Oklahoma Autocrossers journeyed forth to the land of Permian Cap-rock, a place without trees and a vast flatness that is Lubbock, Texas. The occasion was the two day Southwest Divisional Solo II Championship Run-offs of the Sports Car Club of America. Jim Blakewell, Mike Lintz, Art Zeiner and Kevin Fleharty labored mightily under a broiling sun, testing theories of slip and slide, slow entry-fast exit, late apex and other arcane practices of the soloers art. The results paid off handsomely in three first places and a third. Jim Blakewell won first place in A/prepared class with his very mean and quick brown Porsche. Mike Lintz was a creditable third in A/prepared in his equally fast and mean black Porsche. Kevin Fleharty won first place in C/prepared with his black Trans-Am. Art Zeiner brought the secreaming yellow zonker Porsche Carrera in first in A/stock.

The course was laid out on the huge civic center parking lot in downtown Lubbock. It was comprised of offset gates, slaloms, sweepers, decreasing radius turns and very few



straights. An added distraction for the unwary was a trophy for fastest speed on one section of the course as determined with a police radar gun. This was one of the most exciting portions of the course as many competitors lost their perspective and really got rolling in an effort to claim top prize for top speed in the traps. Unfortunately, at the end of the traps was a 15 mph right hand turn marked with many pylons. Pylons were mowed down whole-sale at this spot as competitors tried to scrub off speed to make the turn. To the credit of the Oklahoma contingent, their inhibitory synapses worked well most of the time and they gave only fleeting evidence of losing sight of their primary goal to win their class. Our laid-back Texas hosts put on an excellent event for which we thank them. Stay tuned for further developments as the merry foursome takes on the National Solo II Championship competitors in Salina, Kansas next month.



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# Nominating Committee

## ARTICLE VII: ELECTION OF OFFICERS

### Section 1 - Nomination

By the first day of September the Board of Directors will appoint a Nomination Committee consisting of three members who are not themselves currently serving as elected officers. The September newsletter must contain the names and addresses of this committee or a special mailing shall be made to all members in good standing.

The Nominations Committee will accept nominations from the general membership until October 10. By October 15 the Nominations Committee shall provide the Club Secretary with a slate of candidates willing to run for the four offices. Should a member wish to place his own name on the ballot he may do so by presenting a petition, so requesting, by October 15 to the Club Secretary supported by ten (10) valid members' signatures. Should no nominations for an



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office be received the current officer shall remain in office until the succeeding Board of Directors find a replacement.

Bill Downham, 405/755-4524  
11518 Red Rock Road  
Oklahoma City, OK 73120

Bob Miller, 405/282-2176  
2 Mockingbird Lane  
Guthrie, OK 73044

Jan Wilkes, 918/481-1312  
3417 East 84th Place South  
Tulsa, OK 74136



## Tech Tip

From the PORSCHEFORUS  
Answer Grape

If your compression gauge is calibrated correctly and your engine healthy, the average compression for the different models should be near:

356	125-145 psi
912	135-145 psi
914	125-150 psi
911 (early)	145-180 psi
911 (late)	145-165 psi
924	140-165 psi
928	I don't know, I can't find the spark plugs.



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# Hare & Hound Rally!!



On July 20th about 20 very loyal Porsche Pushers bore the 100° plus heat to become hounds and to match their wits and sense of direction against those of the Hare; Chet Wilkes and Andy Boone.

For those of you who have never experienced a Hare & Hound rally, this is about the way it goes...The rules are: There ain't no rules. The instructions are: the Hare, receiving a head start, takes off leaving a trail that consists of lime or flour bags dropped on the road every mile or so, marking a clear path for the Hounds to follow. Not so difficult, right? Well, there is a small catch or two, like the markers were not dropped at intersections, they were usually dropped just over the hill. But which hill?

Upon arriving at an intersection, the hounds just have to guess as to which way the hare might have gone. The only way to find out is to pick a direction and go. If after going over a mile from the point of the last

marker, you don't see another marker, you know you picked the wrong way. So...back to the intersection and try another direction until you get it right.

The Object: The hound that finds the hare's stopping place with the least amount of miles on his odometer, wins.

There was a lot of hare raising fun. At one point in the rally a group of hounds had arrived at an intersection together and they decided that instead of all of them going the wrong way, they would send out a scout in search of the next marker. One scout returned and reported, "Nothing this way", (Ha-Ha), so the hounds very trustingly took off in the other direction. With the pack safely over the hill, the very sly scout then took off in the right direction. All's fair, "The rules are: There ain't no rules." At the end of the rally only two hounds had

succeeded in finding the hare's resting place, they were Gordon and Dick Scales and John Harley & Shirley Wilde.

Oh yeh; He went that-a-way!

Janice Wilkes

Their bloodhound instincts were rewarded with gifts from the club store.

With lots of food, lots of beer and a lot of hare raising stories, we ended another fun Porsche event. Wish you were there.



---

## Swimming Party!



If you weren't among the 50 some odd men, women, children and small animals to attend this years swimming party & fabulous water follies, you missed possibly the best event so far this year. One can not realize how hunger and thirst can drive perfectly sane Porsche pushers into pizza pulverizing and gin guzzling fools, but it happens. At last count 28 pizzas of various concoctions were consumed along with so many gallons of liquor that the club bar will never recover. (It was great!) Many old friends attended who hadn't been seen in some time along with several new members. (The new members quickly learned the first and



most important rule in the War Bonnet Region: Don't be bashful when it comes to food and drink for if you are, you go hungry.) Bill and Barbara Boone showed up in a old red Ford (Cobra) that Al Lang tried to trade for. There was some comment about the house, cars, first born, but Bill wasn't moved. Bob Miller finally brought out the new 924 Turbo and found that Turbos and heat don't mix. The highlight of the party was the OKC vs Tulsa water volley ball match which was eventually played in the dark. There was revenge in the hearts of LaSorsa's Tulsa Water Wings since Tulsa had been beaten twice this year in volley ball by OKC. They even went so far as to bring in a man of the cloth to bless the ball and say a short prayer for a Tulsa win. But it was not to be. Even with Jan Wilke's cheating and Al Lang's defection the Okie City Gulping Guppies proved victorious in the best of 2 out of 3 matches. (The priest was actually a wayward Tulsa PCAer who shall go nameless to keep the Vatican off his back.) Everybody really had a great time and hated to see the evening end (Especially those who were left to clean up the mess.) A very special thanks goes to Bill and Linda LaSorsa for their generous help and hospitality and for procuring the use of the club house and

pool. Also to Jan Wilkes for doing all of the preliminary set up work. Hope everyone had a good time and make plans to attend the Octoberfest Deutsche Dinner on Sept. 27th.

Mark Nance



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# Weissach Coupe

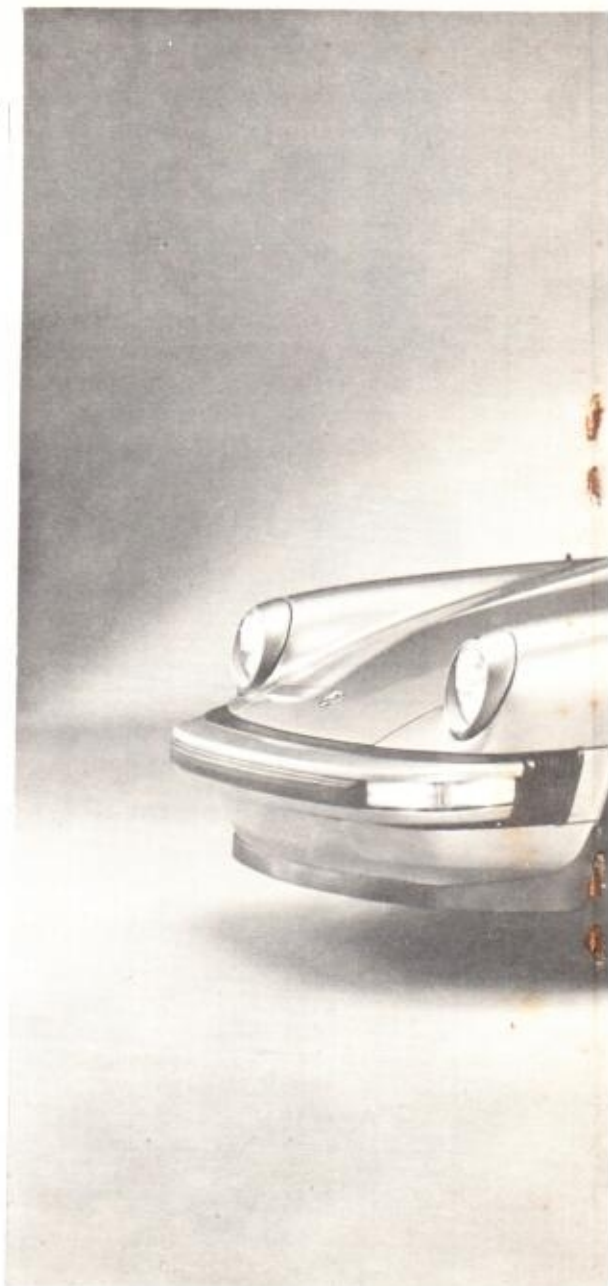
A limited-edition "Weissach Coupe" is now on sale at Porsche+Audi dealerships, announced James R. Fuller, vice president in charge of the Porsche+Audi Division.

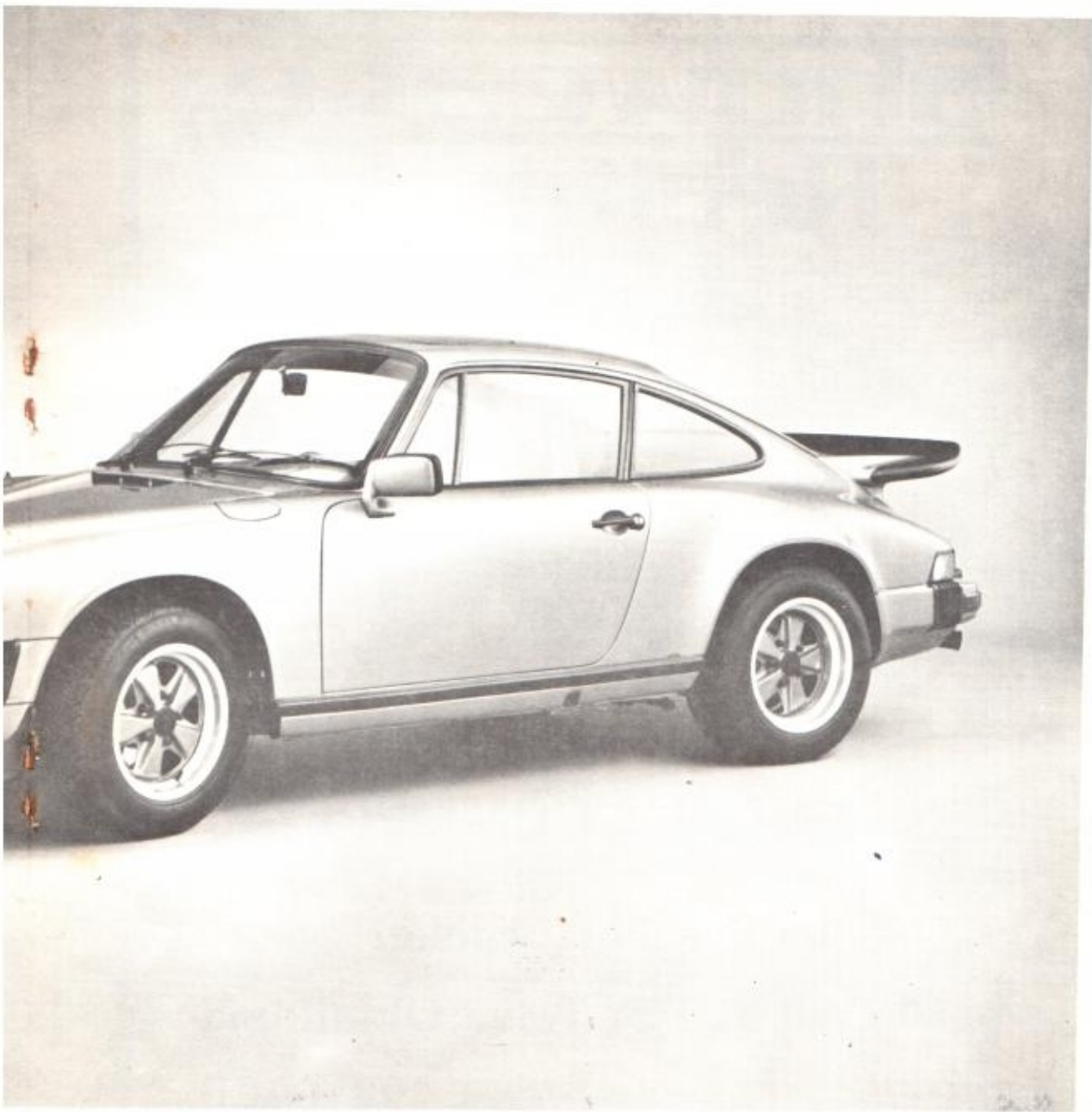
Fuller pointed out, "This special edition of the Porsche 911SC reinforces our commitment to the popular model - the Weissach cars were designed expressly for the US market and represent 400 units over and above our established 911SC production."

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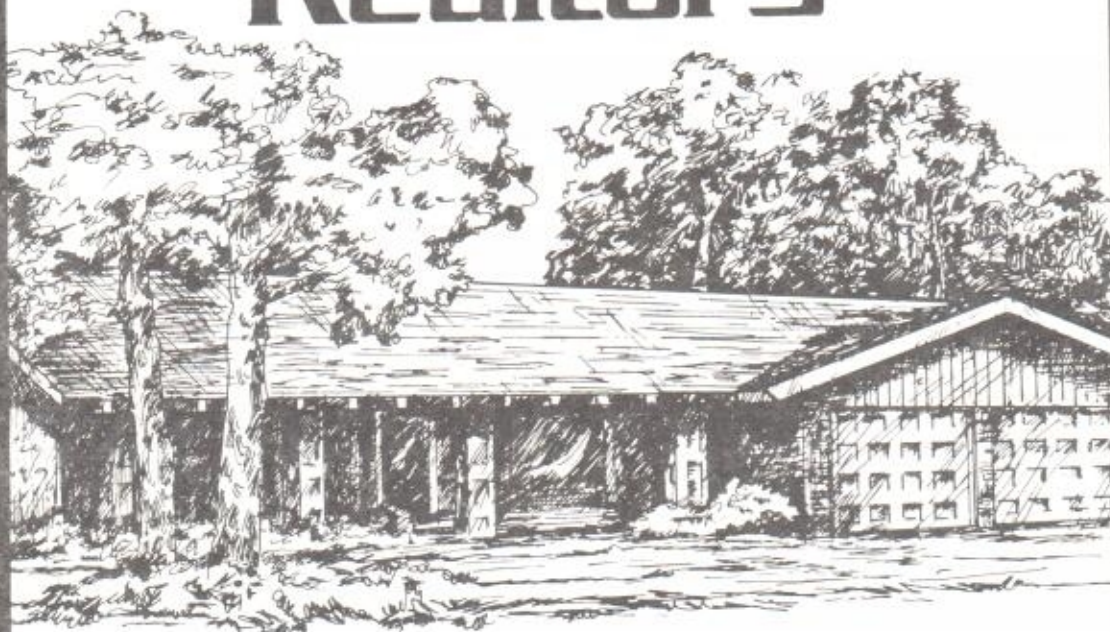
Fred Heyler  
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911SC "Weissach Coupe"

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## SPIN OUT! #3

By Candy Floss,  
Intrepid Reporter



Well, devoted reader, your intrepid reporter treks to the far ends of the earth for the latest report on that thrilling autocross series, Spin Out!. We had a terrible time finding the test track of the John (isn't he the cutest little man?) Zink Foundation but it was worth the search because the PCAers (that's Porsche Clubers, Everyone knows that) put on a fantastic show. They had Porsches of every color in the rainbow, and how those cute little cars could fly around the track at the hands of their dashing drivers.

Everyone knows how competitive those wild eyed autocrossers get when they smell the hot brakes and tires. Why, even handsome Robert Fillmore was seen casting aside his non-chalance and roaring around the track. There was high drama as several of the pilots struggled with themselves and the course to lower their times to the minimum. "Fast Eddie" Heffern, "Easy" Art

Zeiner, "Gentle" Jim Blakewell and "Jocktino" John Saucier all dueled for best time, with Jim winning on racing tires.. so Ed got the trophy. A generous Berry Berryman gave a case of oil in the name of Precision Imports. Ed said he could use it.

But the most exciting driver was Mark "Wildman" Nance, who did his famous double flying Apollo. Rudy Nuryev couldn't have done it neater, without a car, darlings.

And the girls, my goodness, they really flew around the track, too, with Sandra Saucier winning the Fastest Female trophy.

We just can't wait for another autocross. Henry, my chauffeur who can do everything well, wants to drive the Carmague in the next one but I think it will agitate the champagne too brutally, and one mustn't shake the bubbly darlings.



Till next time, ta, ta. We hope you can all see me there.

Candy

## From The Autocross Chairman

Let's all go to Henderson for the big 2 day event. Also remember our next Tinker autocross. Rumor has it that the boxes are moved and we can have a bigger course.

Jim B.



## AUTOCROSS RESULTS

<u>PLACE AND NAME</u>	<u>CAR</u>	<u>TIME</u>
-----------------------	------------	-------------

### GROUP I

1. Bob Hess	914/1.7	1:287
2. Mike Murray	914/2L	1:300
3. Paul Pedrick	356C	1:368

### GROUP II

1. Sandy Saucier	911S	1:294
2. Andy Hess	914/1.7	1:388
3. Bonnie VanDyck	Mod	1:394

### GROUP III

1. Ed Heffern	911S	1:202
2. John Saucier	911S	1:227
3. Jim Hall	911S	1:283

### GROUP IV

1. Mark Nance	Carrera	1:220
2. Art Zeiner	Carrera	1:221
3. Corky Sayles	Carrera	1:227
4. Al Lang	Carrera	1:264

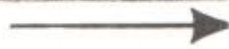
### GROUP V

1. Dick Scales	'78SC	1:250
2. Bob Miller	924/Turbo	1:271
3. R. Fillmore	'80SC	1:281
4. Bill Downham	911/2.7	1:305

### GROUP VI

1. Jim Blakewell	Mod	1:183
2. Mike Lints	911/2.8	1:203
3. Chris Trapp	Mod	1:232











# SPIN OUT! #3



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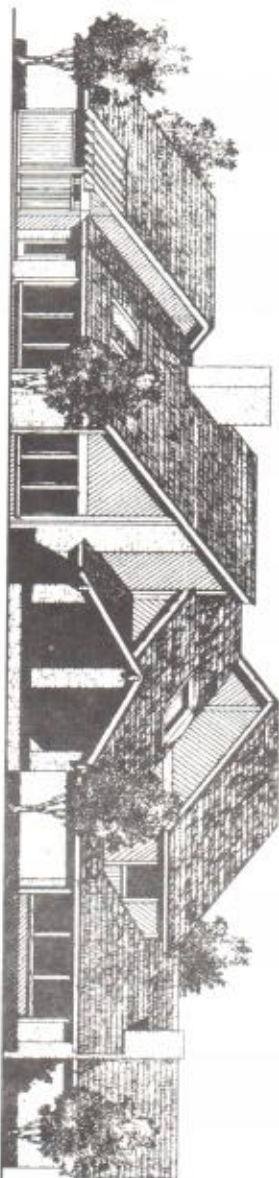
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\$16,00 w/original engine  
\$19,000 w/both

Gary Decker, 501/521-9869  
827 Township Road  
Fayetteville, AR 72701

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1967 912 Coupe, White/Black  
Original; 5 Speed, P-3s,  
AM-FM.....\$7,000

Mike Cooperman 405/840-4748

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New factory 914/6 muffler.  
Can be modified to fit 911's  
\$35.00

914 front sway bar kit, complete from Stoddard. Cost \$120 will sell for \$80.00 or best offer.

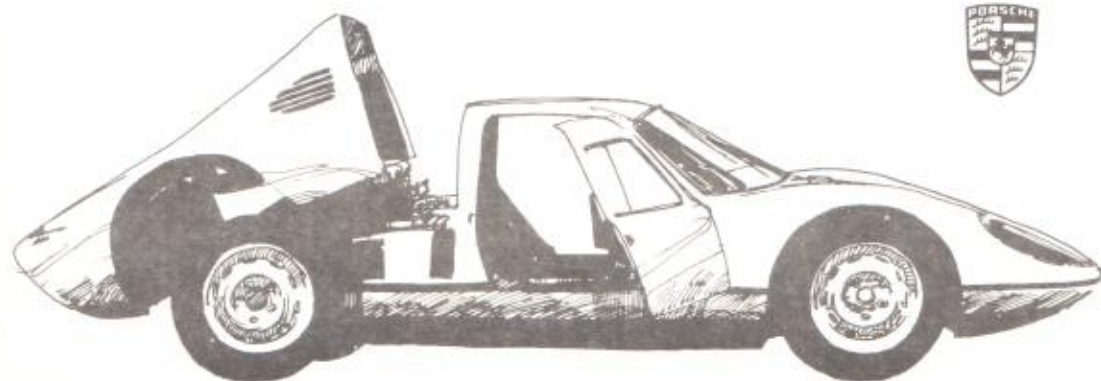
Two 6"x15" factory alloys.  
Slight curb damage but can be refinished. Both \$75.00

Call Jim Hall, 405/947-4943



# SPIN OUT!

As Activities Chairman, Mark Nance tries to make sure everyone understands how to participate in our events. A recent example is shown in this series of pictures as Mark demonstrates the fine art of spinning out at Spin Out! #3. His 360° turn was 355° more than required... further proof on how far he goes to support our activities.



# History

10 years ago: October 1970 Autocross - Jan DeHaven & Bonnie Monson registrars, Arch Monson official starter using a green flag. No information on race results.

5 years ago: Swap & Shop ad from Bill Boone; For sale, 1961 356 B, \$3,750 or best offer.

Reprinted from a letter from Ken Jones to the Historians.

Enclosed is an announcement for "War Bonnet Raceway" printed in 1966. The race course was promoted by Bob Moore of Manford, Oklahoma. As you may know the facilities were never totally completed, but we did race there until about 1969 when it became a housing addition.

So much for the history of War Bonnet Raceway, let's talk about War Bonnet Region, PCA. The newly formed Porsche Club was looking for a name that would be descriptive, regionalized and stand out among the various regions of PCA. Some of us were involved with SCCA, PCA and War Bonnet Raceway and we decided to ask Bob Moore for his approval to use War Bonnet for the Region name, to which he agreed and he also suggested that we use the War

Bonnet Raceway logo or a variation thereof.

So with some manipulation of the feathers and an addition of the Porsche logo we had an emblem for the newly formed region.

Robert & Linda Fillmore



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## Tech Tip

For '74 and later 911/912E owners: When you need a battery, the Sears Diehard 4324 for Fords will fit in your car. It's one inch taller than the factory battery and has hold-down provisions at each end. With a little effort you can modify your present hold-down to compensate for the 1/2 inch difference in height on the Ford battery. There are other methods available also. Give me a call and I'll give you the details.

Bob Hess





# **Rennsport Werkstatt, Ltd.**

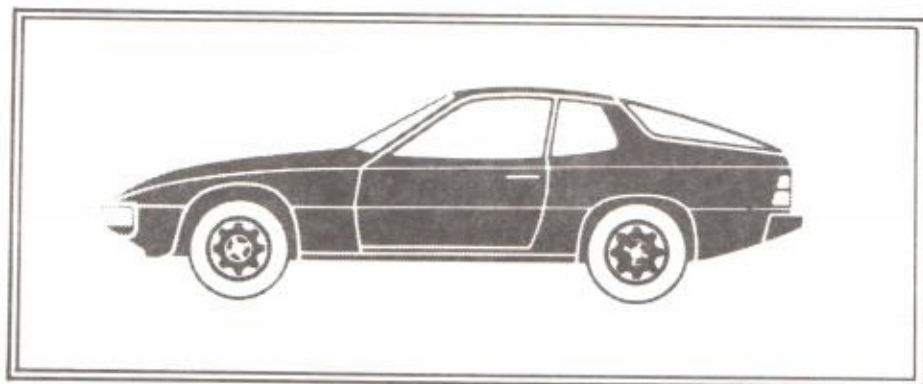
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**Trained technicians.**

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**Realistic prices.**



**8407-D E. 41st St. Tulsa, Okla. 74145  
918 663-2906**

Dear PCAer,

## Campaign 80

Summer, 1980

I have been selected by the Nominating Committee as a candidate for the office of National Vice President of PCA. My record in serving PCA, both at the Regional and National level, plus my experience as a manager in a large corporation uniquely qualifies me to serve as Vice President of our Club. However, I need your help to spread the word among the members of your Region that there is a VP candidate deserving of their vote.

Why vote for Dennis Thovson: I have been a member of PCA for over 15 years and have helped a Region grow from 80 members to over 600 by serving in many positions, including President for 4 years. (I know the problems that large and small Regions face in maintaining a viable organization.) In 1974 I served as General Chairman of the successful Pocono Parade sponsored by the Northern New Jersey and Riesentoter Regions. I have served as Zone I Representative and on various National Committees. Outside PCA (how I support my PCA activities) I am a manager in the headquarters organization of AT&T. My experience in the Bell System for the past 19 years has taught me to know when to do the job myself and when to delegate, in other words, how to get the job done effectively. PCA is a big business and it needs competent management so that we as members can continue to have fun with our Porsches and our Porsche Club friends.

PCA does not function automatically, it needs dedicated and effective leadership. I am prepared to devote my time and talents to insuring the future of PCA for us all.

If this election is to have any significant impact on the future of PCA, the members must know the candidates and their qualifications. I hope you and your friends in PCA will take the time to examine and discuss my qualifications. I am confident that once you do, you will mark the ballot enclosed in the October, 1980 PANORAMA-for Vice President-Dennis Thovson

Yours for PCA's future,



Dennis Thovson

## 101 Involving Reasons to Vote for Dennis Thovson for Next PCA Vice President



1. ACTIVE PCA MEMBER 15 YRS.
2. Region President 4 years
3. Raced 356's SCCA 4 years
4. Marine Corps Fighter Pilot
5. Masters Degree, E.E.
6. AutoX 107 PCA events
7. Bought 1st U.S. sold 911
8. Classical music pianist
9. Photographer w/darkroom
10. SERVED AS ZONE 1 REP
11. Building exper. biplane
12. Winning Rallyist
13. Ham Operator (WB2APC)
14. Jet Fighter Pilot
15. Post grad study (NYU)
16. Built track timing gear
17. Expert mechanic
18. Computer Systems (Pres.)
19. Trophy-Colo. Springs Rally
20. COMPETED IN 9 PARADES
21. Built track comm. gear
22. Trophy-Sun Valley hillclimb
23. Rebuilt 15-356 engines
24. Trophy-Lake Geneva AutoX
25. Rebuilt 4 Cam Carrera
26. Trophy-Monterey AutoX
27. Rebuilt six 911 engines
28. Voted every Nat'l Election
29. Organic Gardener
30. CHAIRMAN '74 PARADE
31. "2+ Porsches each garage"
32. Trophy-MN Rally/AutoX
33. Boy Scout
34. Aerobatic competitor
35. Oenologist
36. Trophy-Aspen Overall
37. Trophy-DC Concours
38. Competed 43 Rallies
39. Designed own greenhouse
40. MANAGER AT&T
41. In Mark Donohue's RRDC
42. 350 hours on John Deere
43. Presided 140 Region mtgs.
44. Jet rated 481 hours
45. Taught 314 track drivers
46. Married to Marlys 25 years
47. 400K aircooled miles
48. Driven Porsches 340K mi.
49. Attended 10 Parades
50. P.C.R. COMMITTEE MEMBER
51. 347K watercooled miles
52. Enjoys camping
53. Competed at 12 tracks
54. Writes Systems Programs
55. Qualified carrier pilot
56. Started Amateur Radio Club
57. 466,000 piloted miles
58. Lived in California
59. Visited 47 States
60. PARADE ADVISORY COMM.
61. Avid cyclist
62. Engineering Faculty (ISU)
63. Wore out 20 XWX's
64. Wife retired Dept. Head
65. Owns '67 911S
66. Honor Soc. Phi Kappa Phi
67. Deep sea fisherman
68. Sailing enthusiast
69. Pit crewed hydroplanes
70. MANAGEMENT EXPERIENCE
71. Lives East Coast (NJ)
72. Voted most likely to succeed
73. Tech. Ed. computer magazine
74. Telecommunication patents
75. Lived in Texas
76. Lived in Florida
77. Lived in Iowa
78. Owns '73 914 2.0
79. ONLY CAR CLUB INTEREST
80. Competed Watkins Glen
81. Competed Black Hawk Farms
82. Competed Pocono Raceway
83. Competed Lime Rock
84. Competed Brainerd
85. Competed Thompson
86. Competed Bridgehampton
87. Competed PA Hillclimbs
88. Competed Summit Point
89. Competed Aspen
90. Competed Marlboro
91. Competed Orange County
92. Competed Laguna Seca
93. WELL KNOWN IN PCA
94. True Renaissance Man
95. Proudly stands 6' 3"
96. Loves apple strudel
97. HIS HEART BELONGS TO PCA
98. Designed electrosterilizer
99. Published technical author
100. EMINENTLY QUALIFIED
101. VOTE FOR THOVSON  
HE CARES FOR  
PCA'S FUTURE



# Historians



Our Historians, Robert and Linda Fillmore, have spent the past few years as two of War Bonnet's most active members. Besides attending the majority of events, they edited the War Whoop for two years, assisted in putting on the Tech Session in 1980 to include registration, organization and artwork in the form of the large War Bonnet emblem displayed in the main hall.

The Fillmores could open up their own dealership with their 356C Coupe, Turbo, 911SC Targa and SC Coupe. You can always count on the Fillmores

to participate, but you never know in what! They will represent War Bonnet Region and we should all be proud to have them as our friends and fellow club members.



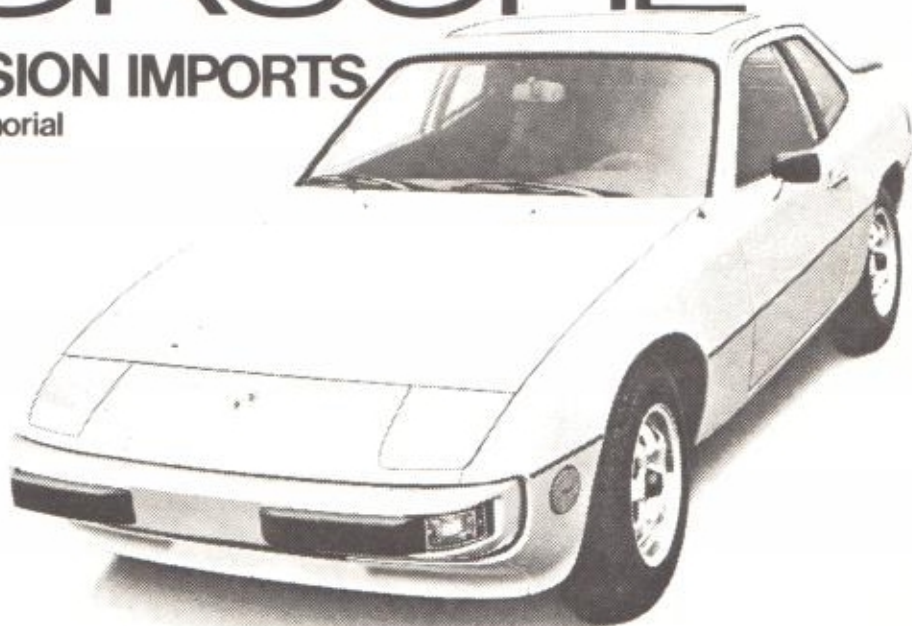
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