

# 02/86

## February Meeting

John Heckman

PCA National Historian, Dale Miller

What is Porsche Club of America? Why, when, where, how did it all begin? Where is it going? How does it relate to Porsche cars? How do you, the local region member, benefit? These and many other questions relative to PCA and Porsche cars will be answered when the Porsche Club of America National Historian, Dale Miller, joins us as our special guest speaker.

Several years ago, Dale was appointed to his position by the National Staff of PCA. Possessing an uncommon amount of Porsche Club and Porsche car historical knowledge, Dale and his programs have become a very sought-after entity for local regions throughout the nation.

Dale makes his home in Boca Raton, Florida and has graciously agreed to fly to Philadelphia just for this event.

The meeting will take place at the George Washington Motor Lodge at the Norristown exit of the PA Turnpike on **Wednesday, February 26, at 8:00 PM**

The Executive Committee has gone to great lengths and expense to have Dale with us for this event. Don't miss it.

## President's Message

Richard van Zijl

It is amazing how time flies when one has to write a few lines for Der Gasser on a regular basis. It seems as if there are only three hours between deadlines. I have, however, begged and pleaded with people to please get their manuscripts to Vicki & Bill on time and I am therefore now a prisoner of my own dictates.

Peering out of an Amtrak train window this afternoon on my way back from Washington, evidence abounds that the winter we had been avoiding so successfully thus far, has finally caught up with us. This will of course reduce the amount of time we spend behind the wheel and I would therefore like to suggest to you that an acceptable alternative to driving your car would be attending our monthly meetings which are now once again in full swing.

The monthly executive meeting produced no radical changes or innovations. It was decided to procure a new timer for our club events and if anybody knows of a good timer or has some ideas we would like to hear from you.

Should you wish to bring something to the attention of the executive committee, please contact your favorite member on the exec and ask them to please discuss it at the next meeting.

Remember, our monthly meetings are scheduled for the last Wednesday of each month, starting at 2000 hours (8 PM for the civilians ed.) at the George Washington Motor Lodge in Plymouth Meeting. See you there.



# DER GASSER

## A PLAY DAY AT WEISSACH

by Robert Lamb

In June, 1984 I was a guest of the Porsche factory for three days, along with a group of about forty businessmen and associated family members.

At 8:15 a.m. on our second day, two tour buses picked us up at our hotel for the 40 minute ride to Weissach. On the way we passed through countryside very similar to western Chester County. The last mile or two, the roads were very narrow and twisty country roads, similar to the approach to Summit Point. When we arrived at the Weissach complex it looked like a secured, secret government facility with a guardhouse and chain-link fence.



The buses parked next to a number of conventional shop buildings. We got out and headed toward the modern multi-story, solar bronze glass-clad office building. We were offered coffee and given a brief presentation on the history and purpose of the R & D Center.

We then walked a quarter of a mile to a paddock area adjacent to the test track and were greeted by a 944, a 911, a 930 Turbo, a 928, a 935, and an African rally car. Milling about the cars were factory test drivers in casual attire. The 935 driver was wearing a driving suit and helmet. Up until this moment what we were actually going to do that day was only vaguely understood. We were now told that we could ride as passengers around the 2.3 mile circuit.

We could take as many rides as time allowed in the production cars, but rides in the 935 and the rally car would be limited and would be raffled off. We drew straws but I did not get a ride. The day was cloudy and the air was heavy with the threat of rain. It had rained the night before and the track was wet. People began lining up for rides.

I had not been in a car at speed on a track with a competent driver since 1958. Then I had a ride around the Ferrari test track in Modena with Phil Hill, but that's another story. I decided I would start with a 944 and work up. Everybody waiting their turn was standing around trying to look blasé

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- like they did this sort of thing every day. When the passengers finished their rides their expressions ranged from elation and disbelief to terror.

Now it was my turn. I climbed into the passenger side of the 944 and exchanged a few pleasantries with a young engineer who spoke good American English. He said due to the wet conditions the track was very slippery, so hold on. To report that the ensuing ride was breath-taking gives understatement a bad name. The first straight and corner set the tone for the experience.

We exited the paddock area and headed down a short straight. In front of us, in clear view, was a banked 90 degree right turn. The car accelerated through the gears and approached the corner. As we neared the corner I wondered where he might brake. When we had passed the last possible braking point we

were still accelerating at about 85 or 90. At this moment I really became rather serene. The question now was not how were we going to negotiate the corner, but where were we going to go through the hedge or fence adjacent to the corner. As I thought about this, I figured if I lived I would have a great story to tell. Just as I was contemplating becoming airborne and maybe flying over the barrier, the driver hit the brakes, down-shifted, and turned right. The brakes seemed to work like an arresting cable on an aircraft carrier. A wild slide ensued as we went through the corner and set up for the next part of what was an "S" turn. The rest of the lap was much the same in terms of acceleration, braking and attacking the corners.

The rides in the 911 and 928 were much less traumatic but faster. The 911 hit 124 mph on the long straight, while the 928 did 118. I didn't have the presence of mind to check the speedometer while in the 944.

My concluding thoughts were, one, I was alive and had a story to tell, and two, I had plenty to learn about driving a Porsche. (Note: it seems the author was very impressed with the 944 ride as he now owns one complete with roll bar and safety harnesses and from all driving school reports is learning just fine! ed.)

## PERFORMANCE FROM EXPERIENCE

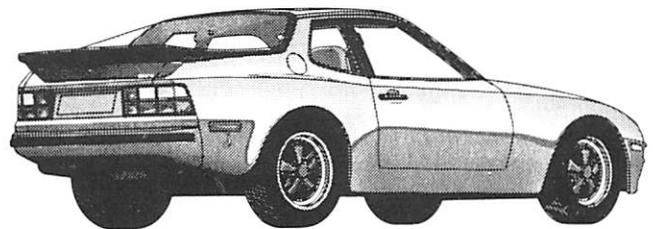


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THE LATE APEX, AND WHY  
by Larry Herman

Rocketing down the front straight, you snatch 5th just as the tach reaches redline. The first turn approaches with alarming speed. Noting the distance markers, you squeeze on the brakes at the last possible instance; the front tires chirping as you hold them on the threshold of locking. You quickly downshift, matching revs perfectly so as not to disturb the rear tires even the slightest bit. At what appears to be the last possible moment, you ease off the brakes and at the same time turn in to the corner. The car, front tires still heavy from braking, responds obediently. Just as quickly as the nose of the car turns in, you get back on the power to keep the rear of the car stable. Your turn in point was perfect and the amount of steering input is just enough to bring you to the apex on the far side of the corner. Immediately you feed in the power, pushing the throttle to the floor in what seems to be the beginning of the turn. The car accelerates sharply and continues to track around to the apex. The front tires start to howl with protest as you scream past the apex, just nipping the inside curb. Ever so gently you unwind the steering wheel as the car, seemingly with a mind of it's own, drifts out toward the edge of the track. Now the speed is really building and the edge of the road is coming fast, but with confidence you keep the gas planted to the floor. Just as it appears that you will drop off a wheel, the cornering forces end, the car settles, and kicking up a puff of dust at the trackout point, you race down the next straight.

That is the ideal that all of us want to attain. To be able to dive into a corner, and putting down the power as soon as possible, accelerate through the corner and down the next straight. The corner stone for this skill is the **LATE APEX**. The classic definition of the late apex is when the car comes

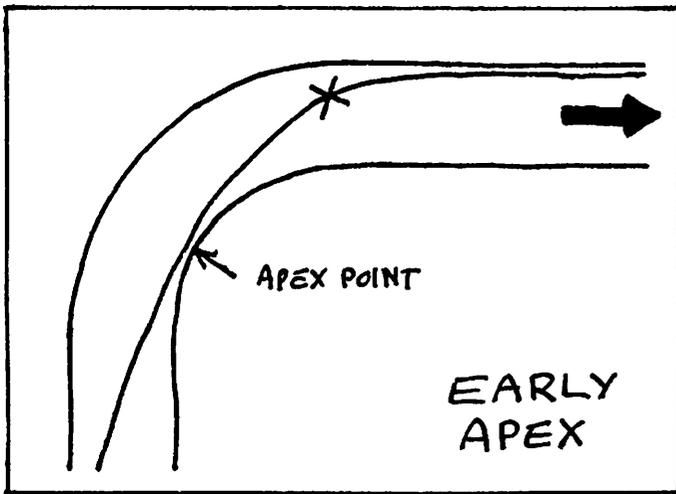
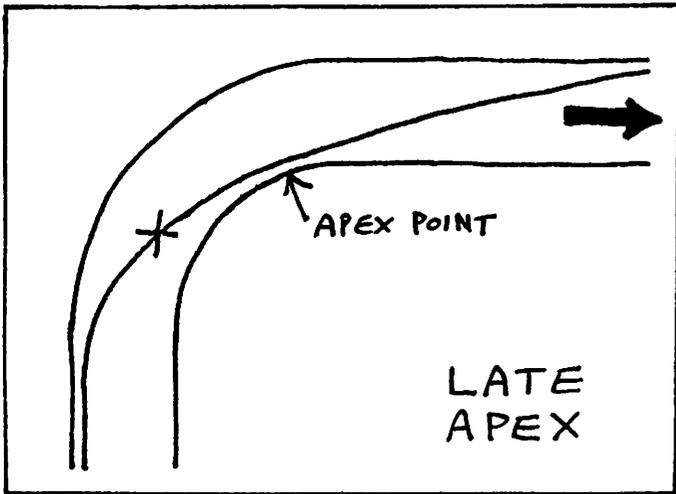
closest to the inside of the road after the midpoint of the corner. Unfortunately this leaves us with no understanding of just how important an idea the late apex is. Think about this. By virtue of their design and the laws of physics, all cars can brake much better than they can accelerate. Most street cars can accelerate at .3 to .4 G's. Since the car brakes and corners so well, it would seem logical that the best way to make a car go fast around a track is to devote as much of the track as possible to accelerating the car. The purpose of taking a late apex is to compress what the car does well (braking and cornering) into a small area, and stretch out what the car does poorly (accelerate) into a large area. Another point is that most of the time on the track is spent accelerating, so any technique that will maximize the time available for acceleration will make you go faster.



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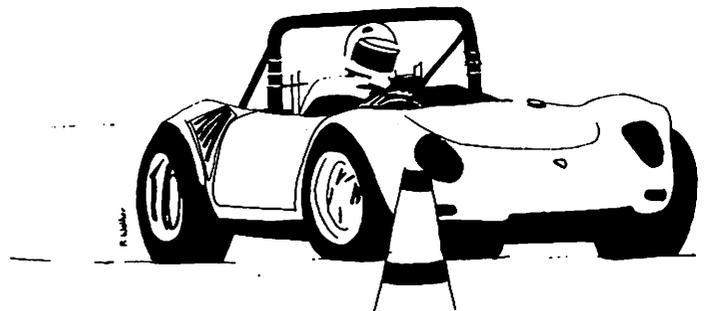
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In the drawings, the 'x' marks the point at which acceleration starts. As you can see in the Early Apex, the entry to the turn is long and smooth, while the exit requires a sharp turn. With the Late Apex, the entry requires a sharper turn, while the exit is long and smooth, allowing for much earlier and much harder acceleration. If it seems that you will be braking sooner with the late apex, you will be, but you will actually gain time because you have make a longer straight coming out of the corner. This is the most important part of any turn. The more speed that you can carry out of the corner and down the straight, the less time it will take you to arrive at the next turn. The sooner that you can get on the gas and press it to the floor, the faster you will come out of the corner! Forget about threshold braking and

trail braking and diving deep because none of that will do you any good if you do not power through the corner. The former tricks are good for whittling 1 or 2 tenths off a corner, but proper late apexing can cut **SECONDS** off of a corner, and the following straight.

The method that I found successful in learning how to apex properly was to forget about the entry of the turn. Going in too fast will not only ruin your concentration, but will also make the maneuvering of your car too difficult. You are getting off learning the line first, and then the braking will follow. Brake your car down to a controllable speed as you enter the corner from the outside edge of the track. You should be looking around the corner for the apex point (usually marked with a cone). As you release the brakes you will turn the wheel only enough to make the car follow a smooth arc around to the apex. As soon as the car starts to turn, you should get back on the power and start to accelerate around the corner and past the apex. By the time you have gotten to the apex you should have the gas to the floor and should be starting to unwind the steering wheel a little as the car moves to the outside edge of the track. If you have done everything right, you should be heading down the next straight. \*\* I'm sorry to have cut you off just when it's getting interesting, but the article is getting too long, so we'll pick it up again next month - LATE APEXING, part 2.



## **FASTER, FASTER?**

by Al Anderson

I like to go fast. My car is set up to go fast. Everyone wants to go fast... but fast is not always good! You may be going like the hammers of hell, but are you learning car control? Are you right on the ragged edge? And most of all, are you aware of other cars on the track? You don't have to run at 10/10 every lap. Sometimes you have to slow down to later become fast. By this, I mean take a little off and enjoy the track, and the feedback you get from your car. If you are having trouble with a particular turn, approach it a little slower, thinking about what you want to correct, work on the line, your brake, turn-in, & turn-out points, ("landmarks" on the track or the edge which are good reference points). **Work on being SMOOTH** (hint: attend my heel/toe clinic).

So many people want to move up in run groups too soon. They want to go fast, or at least make people think they are fast by being in a high run group. Well, going fast is not an automatic invitation to the black or red run groups. There are such things as track etiquette. At one point you should treat yourself to a serious chat with Wayne Flegler about attitudes and your approach to track events (like leaving your stopwatch at home!).

To emphasize my point, I am an instructor and in the red run group (which with .50 might get you a cup of coffee). I take my job seriously. I also know I'm learning along with my students. During last year's event at the Glen, I had to attend to a problem which caused me to miss the red run group, so Axle and I decided to make it up during the blue run. A RED group driver out on the track with the blue

group... how demoralizing! Well, it was the most fun I think I have ever had at a track event (short of running bumper to bumper with Pete Tremper). It was great, no pressure to keep up the pace. I remembered a conversation I had with Bob Russo about passing. A lot of people don't know how to pass and lower run groups is where you learn. If two cars of equal power go into the same corner at the same speed bumper to bumper, there's no way anyone is going to pass coming out of the corner. If you are a better driver, you can set him up for the pass by not getting sucked into his bad line, or wrong brake point, etc. Anyhow, I was able to work on my passing techniques during the blue session and it was a blast. One, two, three cars at a time. Believe me, I don't pass many in the red group and these were all safe clean passes. Use your time in the lower groups as a learning experience, not a stepping stone to stardom. When you are ready to move up a group, it will be noticed. That's why we have chief instructors.

Speaking of passing, one of my quirks at the track events is proper hand signals for safe passing. Come on people, use those mirrors and give the proper signal. I wouldn't let a student pass until he or she gets a pass signal from the car in front. I want to know that the driver knows we are back there and where we are going to pass. I would like to see everyone work on proper passing. Our cars are getting better prepared each year, and are going faster. I hope we can keep all this speed in perspective this season. Let's not worry about how fast we are going, but instead, learn track safety, car control, and good driving etiquette. Enough said! See you at the track.



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**TENTATIVE  
1986 EVENT CALENDAR**

These events are subject to change and more will be added, check the calendar each month for updates. For further information on any event, contact the chairperson of proper committee, they will be glad to assist. Events not sponsored by RTR (us), require contact with the proper club. It is important that you respond early for any event, many fill very quickly.

Events at Watkins Glen, Summit Point, and Lime Rock are all high speed, and when sponsored by a PCA region, are classified as a High Speed Driving School.

Prior to RTR driving events, we will hold a tech session to check out your car, watch for the time and place.

This page was designed to be removed from DER GASSER for handy reference.

<u>DATE</u>	<u>WHERE</u>	<u>SPONSOR</u>
3/11-12	Lime Rock	Metro NY PCA
14-15	Summit Point	Northern NJ PCA 14 - instructors only 15 - open
22-23	Summit Point	Potomac PCA 22 - instructors only 23 - open
25	Lime Rock	Hudson Champlain PCA
26	Lime Rock	Poughkeepsie Sports Car Club
27-29	Lime Rock	Connecticut Valley PCA
4/End	TBA	RTR autocross school PCA
5/09-10	Lime Rock	Northern NJ PCA
15	Lime Rock	Connecticut Valley PCA
16	Lime Rock	Schattenbaum PCA
17	Lime Rock	Connecticut Valley PCA
26	Summit Point	Potomac PCA
6/Early	TBA	RTR autocross I PCA
21-22	Summit Point	RTR PCA
7/17-18	Watkins Glen	RTR & Potomac PCA
23-24	Lime Rock	Northern NJ PCA
25	Lime Rock	Schattenbaum PCA
8/03-09	Portland ME	Porsche Parade PCA
14-15	Lime Rock	Connecticut Valley PCA
17	Fishers Pool	RTR picnic PCA
Mid	TBA	RTR autocross II PCA
9/04	Lime Rock	Metro NY PCA
05-06	Lime Rock	Northern NJ PCA
28	Harrisburg	PORSCHE/CORVETTE Challenge autocross
10/23-24	Lime Rock	Connecticut Valley PCA
30	Lime Rock	High Performance Drivers Club
31	Lime Rock	Hudson Champlain PCA
11/01	Lime Rock	Schattenbaum PCA
07-08	Lime Rock	Connecticut Valley PCA
15-16	Summit Point	RTR/Potomac PCA

**ANNACAN RALLY '86**

We keep hearing that a bunch of you want to run a rally, so I am passing along some information given to me by Jim and Janet Jandrish. They ran this last year and came in 5th (congratulations from all of us). They also mentioned that there is a nice Porsche article in the Feb issue of Town & Country magazine.

The rally is to Niagara Falls, Canada from Annapolis, MD on April 27th. The target time is 6 hours and 30 minutes or less (we of course do not encourage excess speed, ed.). If no team finishes within the time, the best time wins. If more than one meets or beats the time, the

team with the lowest mileage wins. The object is to hit 6 hours 30 minutes with the lowest miles.

The entry fee is \$40 (\$50 after 4/19). 1st place wins a trophy and 2/3 of the pot, 2nd gets a trophy and 1/3, and 3rd gets a trophy. Awards are presented at a party following. Everyone in the car must be 18 or older, and you must use a car, no motorcycles. For more information call 301-987-0382 24 hours a day.

This event is of course not sponsored by PCA in any way, but it is being passed along as a note of interest for those that may wish to participate.

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**MEETINGS** are normally the last Wed of every month. The time, place, and speaker is printed in the paper each month.

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## **Avellino's**

**Yes We Have No Bananas**  
by Michael A. Stolper

Back in March of 1985, bananas were selling for \$.49 a pound. Many shoppers felt this was a little expensive and opted to buy oranges and apples instead. Jane (guilt by association) and I decided, however, to buy bananas. We bought 5,000 pounds of them, in fact. Obviously we thought we knew something about the banana harvest that no one else knew. It turns out that we overpaid for our banana by a factor of three.

Our 1977 Ford LTD (Less Than Desirable) station wagon rolled off the assembly line a sedate cream color. Later on, some color blind MAACO man painted it a bright yellow much to the chagrin of its' then current owner I'm certain. We purchased the "big banana" ostensibly as a tow car for my 911 Turbo. Towing is the latest rage in the club. If you're not towing, you cannot be competitive. Therefore, in an effort to be competitive I decided to tow. So far, I have not managed to tow anything (except for the the big banana down to Joe's SUNOCO).

Have you ever noticed that you can pick the best bunch of bananas on the grocer's shelf, take them home and immediately start to develop big bruises all over them? And did you ever go to eat a banana but when you went to peel it, it was a mass of mushy brown stuff inside? Well I know exactly where you're coming from because when I got my 5,000 lbs. of banana home it was literally covered in brown mush spots. But every time I went to cut away the rotten pieces, there was another more obnoxious mess right underneath it. I have replaced the fuel pump, water pump, tires, shocks, exhaust, coolant (three times because it runs out the bottom



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of the radiator) the valves, lifters, headlight switch, (because they have a habit of extinguishing themselves at the least convenient times) radio, tie rod ends, power steering hoses and many other things as well. It turns out we could have bought the apples and oranges as well as the bananas. If any of you are planning to tow your Porsches to the track this year, call me. Just like Larry Herman is an expert at driving fast, I am an expert at tow cars and fruit.

Incidentally, whenever the other type of bananas around our kitchen get really soft and overripe, Jane makes them into a banana bread. Won't you all come over and join us in some?

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205-60R13 100-62	225-50R15 182-83	195-90R14 87-87	205-50V15 238-88
195-60R14 110-83	234-50R15 208-82	205-90R14 101-90	245-50V15 274-88
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215-60R15 138-91	225-50R15 212-86	195-90R15 101-88	265-50V16 238-80
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185-90R13 82-16	175-100R13 74-82	205-90R15 128-80	205-90R15 128-80
195-90R14 88-88	185-100R13 72-86	225-90R15 175-20	215-90R15 162-82
215-90R14 82-83	185-100R14 88-16	275-50V15 181-83	
225-90R14 100-82	185-100R14 88-16		
205-80R15 81-87	205-100R14 88-06		
175-90R15 103-10	225-100R15 108-11		
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- '84 928S black on black, all options including leather, auto, Goodyear Gatorbacks, sun roof, 8 speaker stereo, cruise, climate control, 20k miles, excellent condition. \$33,500. Alicia Summers 527-6565

- '83 911 SC Targa gards red w/black leather, factory f & r spoilers, a/c, stereo, cruise, limited slip, alloys, garaged and immaculate. 7K miles. \$30,000. Shely Blank 947-9200(w) 947-9835(h)

- '81 924 silver, sport seats, am/fm stereo cassette, alarm, Comp T/As, 48K miles, excellent condition. Kurt Fredrick 398-8611(w) 967-6088(after 5:30)

- '76 911S Peru red/tan, 50.5k miles, Mich XWX, Sony am-fm/cass, \$11,500 o.b.o. consider '64/5 C or SC cab. Buzz Weidman 977-8423 (aft 6:30 pm)

- '77 FORD LTD (Linger Till Destitute) 400 cu in, power everything, everything new, nothing old, willing to negotiate and/or beg. Michael Stolper 696-6018

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- '76 912E silver w/tan, a/c, sunroof, stereo, new: clutch, tires, brakes, heat exchangers, muffler. no rust or dents ever, 86k miles a beautiful, original example of this rare model. Must sell, \$12,500/OBO, will trade down for rust free 914-2.0. Eric Osmundson 791-2492(h).

- '73 Mercedes 350SL orient red w/tan & sheep skins, stereo cass, a/c, power; steering, brakes. both tops, 4 alloy & 5 steel wheels, P77 all season + mounted snows, NEW: soft top, brake master cyl, power booster, and front calipers, shocks, front end bushings, door and trunk gaskets, etc, etc. 100k miles, well maintained, service records. Summer is around the corner. Vicki O'Connell 647-6250(d) 687-9574(h)

CARS WANTED

'64 or '65 C or SC Cab, clean, not alot of body work, will talk about trade options for '76 911 S above. Buzz Weidman 977-8423 (aft 6:30 pm)

PARTS WANTED

- 911 6x15 Fuchs alloys.  
Larry Herman 233-5845  
- 911SC or Carrera motor, any condition  
Bill Cooper 362-2770 (h)  
- For 911 telephone dial wheels and pair of tan Recaro seats. Art Rothe 363-0775

## PARTS FOR SALE

- 914 parts; 2 doors/with glass, \$50 ea. Rear bumper, painted \$30. Monza muffler for 1.8, \$40. Many more parts available, Joe Shemanski 215-343-3766 after 6 pm.

- 4 - 7 & 8" cookie cutters with new P-6 205 & 215 Pirellis - excellent condition \$900. '82 targa rear glass b/o. '79 924 rear glass b/o. '79 911 leather seats (poor cond) b/o Tim Holt 642-5940

- 2 - Pirelli P-77s 195/60x15 all weather, will fit 944 etc. (winter is here!) Michael Stolper 696-6018 (h)

- 5 - 914 5 1/2x15 Fuchs alloys, w/lugs \$450.00.

Larry Herman 233-5845

- 911 parts Blaupunkt Bamberg AM/FM/SW/LW radio w/cass and recording system, 2 frt and 2 rear speakers; Brown leather turbo wheel, 2.2E ign distributor heads, 5 P/Cs, York A/C compressor York/Sayno adapter Offers.

Bill Cooper 825-5257(w) 362-2770(h)

- 944 Weltmeister springs front coil, 210 rate, street/comp, lowers car 1 inch \$50. 2 - factory forged alloy 15x6 wheels, \$75 ea. 1 piece BBS 2 - 16x7 & 2 16x8 for 911 or 944, brand new. Al Anderson 275-8605(h)

- 911 windshield for 911 - fair condition. Art Rothe 363-0775

## BOATS(?) FOR SALE

- HydroSport Bassboat 1 yr old, custom amde, high proformance w/dual consoles, am/fm stereo w/tape. Kevlar, 20' 150hp Merc, matched Cox traler, 2 new batteries, 2 depth/fish finders, carpeted, electric trolling motor, many more extras, 100% guaranteed. \$20,000 package for \$17,500. Bruce Berlinger 337-7222(w) 646-1159(h)

- 31' Allmand sailboat, sleeps 6 or 7, for and aft cabins, galley w/stove, sink and ice box. dinette, head w/shower, ac/dc power, am/fm stereo w/cassette, "racing rigged" w/150 roller genny, depth guage, compass mounted by wheel, excellent shape. Bill O'Connell 687-9574.

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Pricetown, Pa.

## **Welcome New Members!**

Mark & Donna Rubin Phila PA '83 930	Buzz Weidman Phila Pa '76 911S
John & Karen Acuff Gladwynne PA '75 911	Gayle Hill Bala Cynwyd PA '83 911SC
Anthony Guerrera Coatesville PA '77 911S	Gale Herrerich Reinholds PA '84 911 Carrera
Walt Stefkovich Newtown Square PA '71 911T	Nick Hemmerich Denver PA '86 911 Turbo
Terry Haberland Kennet Square PA '84 944	Louis Muzehani Lumberville PA '55 Speedster
Richard & Mercedes Cole Abington PA '73 911S	Andrew Rosne Holicong PA '84 911 Turbo

2/26: MEETING, Geo Washington, N-Town  
 3/14-15: NNJR; Instr & open, Summit Point  
 3/22-23: POT; Instr & open, Summit Point  
 4/End: Autocross school  
 5/26: POT; at Summit Point  
 6/Early: Autocross event I  
 6/21-22: RTR at Summit Point  
 7/17-18: RTR/POT at THE GLEN  
 8/17: Summer Picnic  
 8/Mid: Autocross event II  
 9/6-7: POT Summit Point  
 9/28: PORSCHE/CORVETTE CHALLENGE, Harrisburg  
 11/15-16: RTR/POT at Summit Point

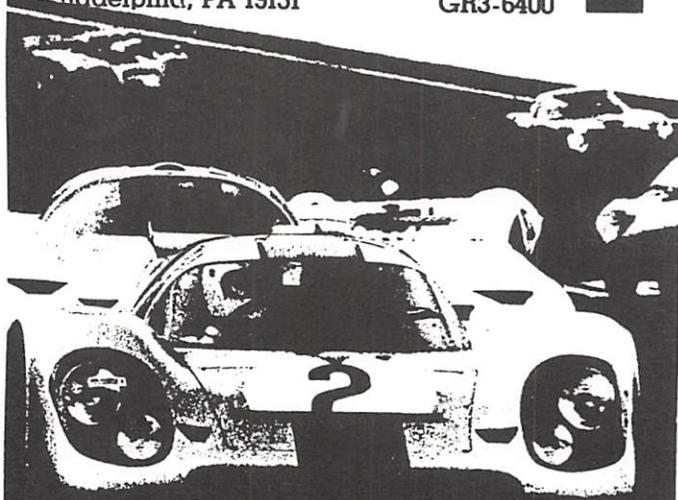
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MARCH						
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**EXCELLENCE ENDURES**

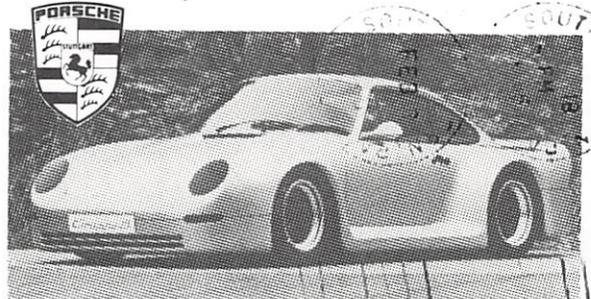
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