



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
June 2011

<http://www.njbmwcca.org>

Volume 42 Number 6

Tire Rack Street Survival



Student learns how to crush cones.

Photo by Paul Ngai

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The Cone Catcher



by Larry Engel

Tuesday afternoon, Newark Airport Terminal A Presidents Club:

Thus begins our Performance Center pick up experience. We're sitting in the lounge waiting for our flight. We ordered our new X3 way back in the beginning of March. By the end of the third week we were able to see it being built on the video BMW produced just to tease us. "Na, na, na na na. We built it for you but you can't have it yet!" The car was built six weeks ago and has been sitting in Greer, South Carolina ever since. Tomorrow we rescue it.

I went over to JMK a week ago to sign the papers and complete the financial transaction. I'm sure most BMW dealers are the same way, but it's such a pleasure to deal with straight shooters. No BS, no high pressure. Mark Carvalho is the consummate professional when it comes to talking business. I might save a few hundred by shopping around a little, but it's not worth it to me. I'm a firm believer that what goes around, comes around. I know I got a good deal, and I Mark made a fair commission.

When I went to see Cesar the Finance Manager last week, every number was exactly the same as Mark had reviewed with me two months ago. After 35 years of car buying, I still expect them to slip something else in sometime between doing the original deal and signing the final papers. This is the fourth car I've bought from JMK, so I guess I shouldn't be surprised by now.

So, it's almost time to board. I'll make the next installment of this report after we settle into the hotel and have dinner (on BMW) tonight.

Wednesday Morning – Greenville Marriott

We had a very nice dinner last night and got a pretty good night's sleep. We were picked up at the airport by a nice 5 Series GT. What a lovely airport! You step out the door of the terminal and you think you're on a Southern plantation. The short drive to the hotel is very picturesque. What a contrast to Newark. The shuttle to the Performance Center leaves at 7:45. I need to make sure Karin's ready. I've been up for two and a half hours anxiously awaiting the day's activities.

Thursday Morning – Anderson SC

What a day we had yesterday! As the shuttle bus turned into the Performance Center, we got the first glance of our new car, which was sitting in one of the delivery bays. What a tease – we knew we wouldn't be able to see it up close for a while.

We were escorted to a classroom and introduced to the legendary Donnie Isley, our instructor for the day. After a brief explanation of what we'd be doing during the day, we were led out to the parking lot where eight BMWs were waiting with their engines running. They assign you a vehicle that's close to the one you're picking up, but they still can't spare any of the new X3's for the performance center. We got into a diesel-equipped X5 for the first exercise, which was emergency braking. This was exactly the same exercise we do in Street Survival. It's amazing how many people don't press the pedal hard enough or long enough to let the ABS do its job.

The second exercise was a lapping event on a race course that's a cross between a racetrack and an autocross course. It was tight but had some interesting features, including an off-camber left hander over the crest of a hill, and a sweeping increasing-radius turn onto the front straight, which was just long enough to get the X5 up to 65 or 70.

The third event was the skid pad. We were put into a 3 series for this one, because the X vehicles aren't easy to spin. On the other hand, a 335 with the DSC turned off – no problem! I'd love to have about an hour to myself on the skid pad – there's nothing like it to learn car control. This was a pretty short session, and it was designed to show how the DSC works. After doing a 360, each student is asked to repeat the process with DSC on. It really makes you appreciate how much safer cars have become because of the modern electronics.

Karin was a trooper during the whole session. She willingly did the braking and driving course sessions, and I didn't have to twist her arm too much to do the skid pad. (The peer pressure helped, too.) I was having so much fun watching her, I forgot to turn on the camera and take a picture. That would have been one for posterity – Karin Engel doing 360s for fun!

After the track session, we took delivery of the car. In our case, Jonathan Strible spent a couple of hours with us explaining every detail. I had heard Jonathan's name before, mostly on the BMW internet boards – but he seemed very familiar to me. It wasn't until after I left that I realized he's the guy in the product feature videos on the BMW NA Website. After learning the ins and outs of the car, Jonathan opened the delivery bay door so I could start the engine and drive the car for the first time, if only across the way to a parking space.

After delivery we had a wonderful lunch in the performance center cafeteria, which includes gourmet selections worthy of any cruise ship. Donnie and Jonathan joined Karin and I for lunch, and as we were eating, I walked former NJ Chapter President and legendary club member Scott Hughes, along with new Foundation Trustee Mike Ura and Curator Michael Mitchell. They were doing some work at the Foundation office and museum and came over to the Performance Center for a lunch break.

After lunch, Donnie and another instructor warmed up a couple of M5s and offered "hot laps" to the participants. I let Karin ride shotgun in Donnie's car and I got in the back seat, having some idea of what was about to happen. I have to say; even I was shocked by the sheer brutality of the M5 at full bore! The sound of the engine screaming, the hard bang of the SMG transmission changing gears, and the grip of the tires in violent turns – the whole thing was fabulous! Karin survived it, and I don't have too many bruises from being tossed around in the back seat. If you remember the BMW short films from a few years ago, it was very similar to the experience Madonna had in the film she starred in.

After the hot laps, our afternoon session began with the off-road course, where we took X5s through some pretty serious terrain to demonstrate their capabilities. All I can say is – don't try this without supervision.

We drove over to the factory for a plant tour, which is always fascinating. The last time I took a tour of an auto assembly plant was probably 25 years ago. What struck me about the BMW plant was how much slower the line runs and how much has been done to improve the conditions for the people who work in the plant. Robots do almost all of the heavy work, and people have enough time to do their jobs correctly. Our guide explained that workers change jobs every two hours, so nobody gets bored doing the same thing over and over for eight hours.

All in all, it was a great experience. I'd heartily recommend Performance Center delivery to anyone who has some flexibility in their schedule, especially if they're buying an X car made in South Carolina.

Epilogue

After delivery, we stayed in South Carolina long enough to see Christopher graduate from Clemson. It's a good thing we bought the X3, because he'd collected enough stuff over four years to fill both the E46 and the X3. We split the trip home in two by staying for a night with my college roommate and his wife at their home in Chapel Hill, NC. They have a 5 Series GT and a Z4, so the X3 was right at home in their driveway. We continued home on Sunday and after eight and a half hours on the road, I didn't feel at all fatigued. The X3 will serve its purpose well. We also got 27 mpg on the trip, which I think is great for a new motor. And now it's back to reality after a few days off.

Until next month, keep the cones standing!



Finish Lines Photos

The making of a BMW Club race car: The wiring harness.



Original M3 wiring harness

Photos by Thom Rossi
Article on Page 8



Parts of the wiring harness no longer needed... I hope!



Trimmed wiring harness being threaded into its new home.



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Tire Rack Street Survival



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Splash

NJ Chapter BMW Club Financials

BMW CCA CHAPTER FINANCIAL STATEMENTS-2010

BALANCE SHEET		Current Year Ending 12/31/10	Prior Year Ending 12/31/09
ASSETS			
Cash in bank accounts		54798.88	80697.88
Inventory			
Equipment			
Accounts receivable			
Prepaid expenses/reports		0.00	7706.25
Other (newsletter)		1300.00	1300.00
Total assets		56198.88	89803.88
LIABILITIES & EQUITY			
Accounts payable			
Other			
Equity/retained earnings		56198.88	89803.88
Total liabilities and equity		56198.88	89803.88
INCOME STATEMENT			
		Current Year Ending 12/31/09	
INCOME			
Membership dues including rebates		87999.40	88999.03
Rebates from National			
Advertising revenue		1863.55	11980.00
Driving school fees		195090.52	151515.71
Autocross fees		11,797.95	18,531.00
Other event fees (Meeting income)		0.00	173.00
Merchandise sales			
Interest		85.88	180.74
Misc Jutner (list on page 2)		11738.09	10006.88
Total income		315821.34	232295.14
EXPENSES			
Newsletter costs		66096.63	67293.63
Postage		88.00	220.17
Insurance			
Driving school expenses w/insurance		138962.80	152262.13
Autocross expenses w/insurance		17281.45	15472.60
Meeting expenses (banquet & board)		1697.00	2787.27
Other event expenses			
Telephone & internet expenses		422.12	596.55
Misc Jutner (list on page 2)		18798.67	14388.58
Total expenses		229546.58	245021.88
Net income (loss)		-13724.24	-12726.88

BMW CCA Chapter Financial Statements

Page 2

MISC./OTHER

	Current Year Ending 12/31/09	Prior Year Ending 12/31/08
Misc./other income:		
Banquet	2982.00	4065.00
Picnic	0.00	1200.00
Other	333.28	293.70
Instructor Seminar	3000.00	
Rally	809.00	1190.00
Teen Survival School	3456.81	3257.98
Misc.	1161.00	
Total misc./other income	11738.09	10006.88
Misc./other expenses:		
Merchandise(Stickers)		
New Member Expense		
Other	4191.62	2095.97
Travel		
Other Driving Events Expense	0.00	1087.38
Rally Expense	451.60	824.42
Banquet	5123.90	6373.85
Picnic	0.00	329.98
Library		
Track Equipment		
Toolbox		
Instructor Seminar	5590.64	300.00
Teen Survival School	3456.81	3357.98
Total misc./other expenses	18794.57	14369.58

CHAPTER New Jersey Chapter Fed ID Number 22 2297084

PREPARED BY: Mark Mallory

DATE SUBMITTED:

March 31, 2011

Driver School Promotions

Promotion	Benefit
For students who were "First-timers" at our 2011 October Intro School, attend April - Lightning	\$50 rebate for your next school #
Attend any 4 schools	Receive a \$300 credit toward 2012
Attend Lightning, Thunderbolt, Summit Point or Shenandoah ^ as a First-time student	\$50 rebate for Shenandoah# or \$50 off your next school in 2012
Attend the Club Race school in June	Receive a \$50 credit toward your July Summit Point racer registration fee

- @ Must attend both events to receive discount
- # Cannot be combined with the combined Lightning-Shenandoah registration promotion
- ^ Shenandoah First-time students only entitled to 2012 discount

Rebates will be issued as a "credit" to your Motorsportreg.com account after the event.

- Jeff White



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Finish Lines by Thom Rossi

Our cultural landscape is littered with famous last words, real and imagined. "Don't worry, it's unsinkable." "Always cut the blue wire." "Are you sure the power is off?" "What does that button do?"

Over time, I've come to recognize that certain phrases and thoughts that pop into my head are similarly destined to be remembered by me or my survivors as being ludicrous in light of subsequent events. Oddly, at the time I'm thinking these things, they sound eminently reasonable.

Example: "I want to build my own racecar because I want to know what every nut, bolt, and wire in the car does and why it's there." Sounded good at the time, as I was frustrated with not knowing all the specifications on the various bits and pieces somewhat haphazardly installed by the previous owner of Old No. 34. But, hey, there are a LOT of nuts, bolts and wires on an e46 M3.

I'm 99% sure that the wiring harness on that M3 is at least 10x more complicated than its counterparts in the soon-to-be retired space shuttle fleet. I knew that I was headed for trouble as soon as I reached the point where I could remove the wiring harness in its entirety from the donor M3. Anyone looking upon the scene would have thought I was posing as a model for some illustrations in a reprint of Jules Verne's 20,000 Leagues Beneath the Sea – here Captain Nemo wrestles the giant dodecapus. Yes, I did battle with the harness and survived to tell the harrowing tale. With a great deal of resolve and confidence I opened the wiring diagram on my Bentley manual and discovered that the true secrets revealed in the 100's of pages of wiring schematics all boiled down to blindingly opaque insights like the GR/WS wire leaves connector X1101191 to join item A704, which in turn connects through the BW wire to X1101091 which is actually on another schematic, about 20 pages away. What is the purpose of the GR/WS wire and can it be safely trimmed from the harness? Good luck figuring that one out. So I literally sat on the floor of my garage with the wiring diagrams by my side, my wire cutters in one hand, and the harness snaked in every direction around me, frozen into inaction by the complexity of the damn thing and the mysterious nature of the schematics while my digital volt meter lay uselessly by my side.

Fortunately, I had ignored the little voice that popped into my head early in the project when it said – I'll remember where all of this stuff gets plugged in. No sir. I knew better than to listen to that one. So I had labeled every single connector on the harness with a description of what and where it plugged into. That gave me another pathway to begin working on reducing the wiring harness to a manageable bird's nest of wiring before re-installing it into the new build. A little basic research brought me to the conclusion that the really important stuff in the wiring harness had to do with the ABS and DSC controls, the ECU, and the interconnecting CAN Bus, essentially a dedicated computer network to keep the multitudinous electronic brains in these systems babbling to each other while attempting to decide which of the annoying inputs from the driver should be implemented, and which should be overridden. The ABS and DSC depend on input signals from the speed sensors at all four wheels (more essential wires). The DSC also depends on signal inputs from a yaw sensor, a lateral acceleration sensor, a steering input angle sensor, and a few more critical interconnections. The engine management system depends on inputs from various points in the engine harness and the exhaust system. Pretty much every other electrical sub-system is not needed in the racecar, so instead of trying to interpret the staggeringly useless maze of wiring diagrams I figured out that I could take a modular approach to stripping junk out. Lights – gone. HVAC – gone. Air bags – gone. Seat motors and heaters, window motors, entertainment system, interior lights – gone, baby, gone. It took about 3 days to complete the surgery; I was left with a considerably lighter harness and a contractor's disposal bag half filled with unneeded (I hope, oh how I hope!) wires and connectors.

Still, you'd be surprised at how quickly the remaining essential wires can get themselves all twisted into a Medusa-like tangle. It reminds me of how proficient my kids were at doing the same thing to their fishing lines whenever I let them hold their own poles for more than a few seconds. The disorienting forces of entropy are always looking for their opportunity, aren't they? Now I am in the process of placing the wiring where it belongs in its new home; rewiring and securing it. Who knows: it might even work. I can say that I did fulfill my desire to get my fingers on every wire in the car,

but for the life of me, I can't figure out why I ever thought that was going to be a good thing.

How many times have I now said, "I've ordered the last piece of hardware I'm going to need from Earl's Plumbing?" Never heard of Earl's? Oh, that's because you probably never felt the need to reroute all of the brake lines in your car. There aren't many of them, so it's not the same problem as encountered with the wiring harness. Just a couple of lines going from the master cylinder to the ABS pump, another to the DSC pre-charge pump, and then four lines from the ABS pump, one to each wheel. The confounding thing in this case is the myriad of line sizes, threads, fitting conventions, and the conversion of AN lines and fittings to mate with metric components. Also, there's the little matter of passing through pieces of sheet metal inconveniently positioned like a series of levies along the Mississippi river that must be gotten through to allow the unimpeded flow of brake fluid from point A to point B. Just this week when Geoff Atkinson came out to the garage with a tricked out new part he designed to allow me to fit a smaller vacuum booster in between my pedals and the master cylinder (thus solving the space limitation problem induced by the cage as described in an earlier column), I proudly declared that I had all the fittings on hand that we would need to finish the job. AN-3 braided hose ends, AN-2 to 10 mm and 12 mm converters, AN-4 hose ends and similar converters, bulk head fittings, crush washers, nuts, etc... But, no! I was to find once again that in order to complete the last segment of the brake lines from their termini to the caliper inputs I would need to fabricate four more pieces of AN-3 braided lines with 90 degree hose ends on one side and banjo connections on the other. Did I have those hose ends? Of course not. So I had to place my very final, final order with Earl's to get the last pieces. Again.

I know that a truly thorough planner like, say Bob Conway, would have had this thing all designed out on a fancy CAD system before ordering a single nut or bolt, or clipping any wires from the harness. That's just not the way I roll. I've always been more of a "get it right by successive iterations" type of guy. Computer programmers euphemistically call this "rapid prototyping". That's really just another way of saying that I'm learning things the hard way. But the good news is that I am, in fact, learning things. And the thing I've learned first and foremost is to never ever listen to those voices of reason in my head when it comes to the racecar build – they are inevitably made ridiculous by the passage of time. Unless, of course, that voice belongs to Mrs. R. who can frequently be heard just beneath the sound of air tools, hammers, welders and torches, asking a simple question: "are you sure you know what you're doing?" She'll have more to say on that in a future column.

Driver School Schedule

Driver School and Club Racing schedule for 2011:

- **June 6-7** NJMP Thunderbolt, Club Race/Driver School
- **July 23-24** Summit Point WV. Main Circuit, Club Race/Driver School
- **September 10-11** Summit Point WV. Shenandoah, Driver School
- **October 16-17** NJMP Lightning, Intro School

Driver School Registration on Motorsportreg.com 2011 Autocross Season

- **June 26** TD Bank Park Bridgewater
- **July 10** TD Bank Park Bridgewater
- **August 7** TD Bank Park Bridgewater
- **September 18** TD Bank Park Bridgewater

Fee changes for 2011 will be \$45 for CCA members, \$50 for non-members.

Initial Ramblings by JT Burkard

Revolving Garage Door of Automotive Goodness

We may all rejoice with the sale of my British car, I know I have. Of course with all the frustrating issues I had with that thing, it didn't go without a last fight. Apparently the title did a Houdini and disappeared and I had to file for a new one. It took over a week before the right paperwork was filed to get a duplicate. I swear that car was the spawn of the devil. The rumors are all true, stay away from the car with the cat on the hood. I know in my last article I said you would never hear about this thing again but I had to mention it one last time. At least I didn't name the brand. I may also rejoice in the sale of my creepy cargo van I bought before the E-Town Swap Meet. That has been sold as well. It actually went to an Arts Council who is going to paint murals on it and use it for various events. Modern day hippie van or some funky 70's theme, who knows? With two vehicles gone it's only fair that I find something else, right? Well, actually I already have. On my endless Craigslist search for another e21, e30 or e30 Convertible, I came across something else that piqued my interest - a 1966 Ford Mustang Coupe. Same thing right? OK maybe not but I guess I could stick a Roundel on the hood to keep up appearances.

Ever since High School, I always wanted an early Mustang coupe. One with a V8, 4-Speed, cool wheels, rumbling engine, ah the good stuff. When I first got my license I looked for months and when I came up with only rusted junk, I shifted to my other love, Trans Ams and Firebirds. I wound up with a 1980 Formula Firebird, which I still own 21 years later. When I found this Mustang, it had all the right features and the price was too good to pass up. It is a project but about half way done. Of course, it's the last 50% which is the biggest pain in the keister. This is all of the small tedious items like reassembly, small trim items, wiring, interior work, unforeseen knuckle busters, etc. All of the nickel and dime stuff that really cost thousands. Does anything really cost a nickel and dime anymore except for those single tiny pieces of candy you find by the checkout lane at WAWA? I still see the potential in this Pony and the end goal is within reach and budget so let's hope this doesn't turn into a disaster. If it does, I am sure a mention of it will wind up in a future article. Maybe when it's done I'll fling it around the autocross track, just for giggles. Manual steering and manual brakes sounds like fun when driven in a spirited manner. Hey, someone raced with manual everything years ago. I look at this Mustang as it took 21 years but I finally got the car I originally was looking for my first ride.

Of course do you think this would stop me from my initial BMW search? NO - Why would it? I've still been looking for e21's and have been canvassing the Atlantic and New England states trying to find something in solid condition and within a days driving distance. Even a good e30 325is that isn't priced beyond budget is hard to come by. I located one silver e21 in Maryland for a paltry sum of \$400. I contacted the seller several times with no return email back. I wonder if these people just place ads to tease us. I found another one in Delaware but again, the seller never responded. I

even bid on one on eBay that was located in Pennsylvania, or maybe Connecticut? I can't remember. So many cars, so little memory. I had a max amount I was willing to pay. Unfortunately, it was less than the highest bidders were willing to cough up and I lost that one as well. I am so used to buying cars at wholesale; I can't bring myself to pay retail. I refuse to give up and usually with me, when I least expect it is when I find something. Case in point, the e21 I sold last year that I am still kicking myself about. That was one of the dumbest moves I have done in a while. Well that and trying to ride a unicycle.

Yes, I am out of control again. Once I get the cash in my hand, I can't just put it in the bank, or investment accounts. I need to reinvest into another auto or motorcycle. What amazes me is sellers who do not respond back after you email or call about their vehicle. I even have a lady who wants me to sell her 1969 Cadillac DeVille Convertible because she is moving in two weeks and can't take the car with her. For someone in a hurry to sell, she hasn't gotten back to me so I can get pictures and market it. I emailed a guy about a bass (that's guitar not fish) and after three emails with no response, I emailed from a different account and I got a message back. What the heck? I've also had people give me an attitude when I ask questions about things I want to buy. I am not driving 4 hours in one direction if I don't have the full story. Sandy and I drove to Nowheresville NJ (its located deep in Cumberland County, not on the map but trust me it's there) one night to look at a motorcycle and once we got there the seller proceeds to tell me how he rebuilt the bike because it was wrecked, the guy who was on it was almost dead from the head on collision, and how he will give me extra bolts because he forgot where they were supposed to go, but for some reason I may know. I wish my customers knew all the things I go through to get good cars and bikes to sell or more importantly, the ones I pass up on.

Heck, I just need to win the lottery so I can have a warehouse full of stuff to play in. BMW's in one section, Muscle Cars in the next, maybe one Porsche or 12 of them, a 58 Plymouth Fury for Sandy, a vintage Shelby Cobra, a Gullwing Mercedes, Duesenberg, Cord 812, 1959 Ferrari 250GT... oh the possibilities are endless. Too bad my finances are not.

JT Burkard
jtburkard.blogspot.com
Send comments and suggestions to jtburkard@comcast.net



NJ Chapter Calendar

June 2011

Friday, June 3rd

Biergarten at the Deutscher Club. This will be a great time. From 5:30p to 10:00p Check website for details.

Friday, June 24th

Annual meeting at BMW NA in Woodcliff Lake. From: 6p to 9:30p.

July 2011

Wednesday, July ???

Monthly meeting at the Deutscher Club.

Welcome New Members

Yvonne Ackerman
Don Ackerman
Edric Atienza
James Atwell
Binish Bulsara
Chia Chuang
Douglas Dykstra
Karen Dykstra
W Endres
Robert Erickson
Stephen Gengaro

Emelito Gonzales
Mercedita Gonzales
Mimi Jarrell
Jeff Jarrell
Patryk Kanclerski
Thomas Koropchak
Mridul Malhotra
Raphael Maurrasse
Raphael Maurrasse
Ron Patnaude
Daniel Perlas

Patricia Pillon
Dante Pillon
Jean Ricketts
Jeral Roque
Glenn Sanford
Deborah Sidwell
Michael Sidwell
Dyana Tanasy
Michael Tanasy
Denise Truesdale
Stephen Tulenko

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MEMBERSHIP MEETING INFORMATION and LOCATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often force a different date; please check the calendar of upcoming events (or the website) carefully.

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to:
BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601
800-878-9292 (Mastercard or Visa)

Annual BMW CCA and New Jersey Chapter dues: \$48.00.

New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30.

Please do not send applications, renewals and address changes to the newsletter, the PO Box or any of the club's officers; contact the national office! Members of other BMW CCA local chapters may additionally join the NJ Chapter. Contact the National BMW CCA Office for details.

May 1st Autocross

Our season opener was a big success, judging by the attendance, 67 cars, and the smiling faces. Everyone got 7 runs, and you could see skill levels improve as the day progressed. We had at least 14 novices, and they were treated to close attention by the numerous instructors. Larry Engel gave numerous "tours" of the course to carfuls of newbies.

event. We have a great crew and willing helpers, and that is "priceless".

Our next autocrosses are June 26 and July 10, and I hope that all our newbies will be regulars.

Elihu Savad

We had great weather and plenty of people to work the many duties of the

Autocross Taxi



Club President and Autocross teacher Larry Engel gave students rides through the course to show how it's done.

Real Mini



Maxi driver for Mini car.

Tire Rack Street Survival



Course worker shouts instructions

Happy student.



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