



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
August 2014

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Volume 45 Number 8

BMW CCA Club Racing



Photos by Brian Morgan



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President's Column

By Jeff Caldwell

A BMW Wagon Bridges Generations and Marques

I've probably succeeded in upsetting at least a few readers already by improperly referring to a BMW touring as a wagon. In an attempt to maintain my street cred with the purists of the group and not confuse anyone else in the process, let's agree on a simple premise. The BMW "touring" designation is the formal name of the vehicle in question. Actually, it's a 1994 E34 525iT in Oxfordgreen over Parchment. For our purposes here I propose we accept the moniker "green BMW wagon". Fair enough? Ok, let's move on! J

After parting with my Mini Clubman S recently, I was looking for a daily driver. While the search was going on I was driving our Ford F350 diesel dually pickup truck. Not exactly the greatest commuter vehicle and despite my best attempts at "hyper-miling" the 7.3L V8 oil burner, I could not manage to exceed 13 miles per gallon. Things had to change! I've always wanted a BMW wagon and while the new 328d Tourings are extremely nice, they are out of my price range and much too nice to haul large dogs back and forth to work. Not good for a new interior! What I really needed was an older car, but one that wasn't a total money pit. I set my sights on finding a 5 series wagon of the E34 vintage. Not an easy task by any stretch and most of what I was looking at was either rusted badly, beaten to death, or simply just worn out. In addition to searching on the internet, I let many of my friends and contacts from the track know I was in the market for a 5er wagon. No one had seen anything even remotely decent until one day a friend who owns a shop sent me an email. He said "I found your wagon....call me".

After speaking to my friend and seeing some pictures, I was very interested in the green BMW wagon. He told me the owner was an older gentleman and was considering selling the car. He also said it was the nicest E34 he had seen in a long time and I should really get in touch with the seller and discuss it further. A few emails later, the seller and I spoke on the phone and decided that it would be best to have an inspection done. From there we could agree on moving forward with a sale if I was still interested. After the inspection (car passed with flying colors) the owner sent me a few additional photos of the wagon. In one of the photos taken in his driveway you could see a shiny (and old) Aston Martin peeking out of the garage in the background. Instantly I knew I was dealing with a "car guy".

As many of you know, the car hobby in general is a pretty small community relative to say, people who play golf. Car people tend to know and associate with other car people. However, we generally pick a marque and stick with it. You have BMW people, Porsche people, Chevy people, Ferrari people, well the list goes on and on, and every marque has its fans and devoted followers. In speaking with the owner of the wagon I got the feeling he was not a BMW guy in the sense that many of us are, but he still carried a fondness for the roundel and especially his green BMW wagon. Turns out I was right. In addition to the wagon, he owns a lovely 1969 Aston Martin DBS which he has had for well over forty years and has been completely restored. He is also a regional representative for the Aston Martin Owners Club and very active in the car hobby. Turns out a close friend of mine from the BMW club knows him from association with the Aston Martin club for many years. I even saw his 1969 DBS at the Radnor Concourse last year (probably even spoke to him) as Aston Martin was the featured marque in the show. Small world right? The car hobby never ceases to amaze me with its web of connections and the friendships we create and cultivate through our love of getting out on the open road.

The seller and I made an immediate connection over the phone and had a great rapport in person. My wife and I went to his home, looked at the wagon, bought the wagon, spent a couple hours chatting with him and his wife, and I even got a ride in the Aston! As you can imagine, the green BMW wagon is in immaculate condition and yes, everything works! The interior is like a time capsule. If you walked into a dealer in 1994 and sat in a 525iT, this is exactly what you would see. Truly amazing stuff. He had the car for seventeen years and bought it CPO in 1997 from a dealer in Pennsylvania. I am the third owner and hope for it to see another seventeen years in my care. The best part of the deal is I made a new friend and even though we are quite a few years apart in age, we still speak the same "language" and feel the same passion for automobiles. As I listened to him tell me how he came to love Aston Martin as a young man I couldn't help but think how much it reminded me of my journey with BMW. It's not often you set out to buy a used car and end up with so much more. I know we both are happy to have made the connection and he is thrilled the car gets to live on with a BMW enthusiast. I am excited to keep the old girl going and hope I can provide half as good a home as he did. Thanks buddy, see you soon! She's in good hands.



1969 Aston Martin DBS



1994 E34 525i Touring



Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! This time out I have a maintenance tip on accessory-belt pulleys and tensioners. But first I want to tell you about an idea I have for a modification to the navigation and speed-control systems available these days.

We have all seen our share of moronic drivers (hopefully not in our bathroom mirror!), and those who use the brakes when they shouldn't rate right up there with the left-lane hogs insofar as I am concerned. Current nav systems know the vehicle's position, what the road ahead looks like, and how fast the vehicle is travelling. Current speed controls know how close the vehicle in front is and the closure rate. What I propose is that nav and speed systems be modified such that they can impose an electric shock to drivers who are inappropriately using their brakes. Moreover, I propose that the shocks be applied to "sensitive" body areas via the driver-seat cushion.

The software would be adaptive, and allow a few transgressions, punctuating them only with verbal prompts ("Just coast, don't brake"; "Please get off the brakes, you moron."; "If you step on the brake again, ding-dong, Ima gonna hurtcha"), a feature already incorporated in nav systems. If the driver does not heed the admonitions, a series of increasing-severity shocks would be applied, culminating with a 40-kilovolt blast from the ignition system.

The foregoing would be a mandatory option on any SUV or minivan. As with current nav systems, the voice would be selectable. The shock levels wouldn't be...

Maintenance tip on accessory-belt pulleys and tensioners

Accessory-drive belt maintenance on a BMW has been pretty straightforward since the advent of the M50 sixes circa 1990, when flat, serpentine-type, "multi-V" drive belts were adopted to drive the water pump, alternator, and power-steering pumps. These belts are seemingly longer-lived than the previous generation of "V" belts, which had been used on automobiles for a century, and most serpentine belts, including BMW's, do not require periodic retensioning.

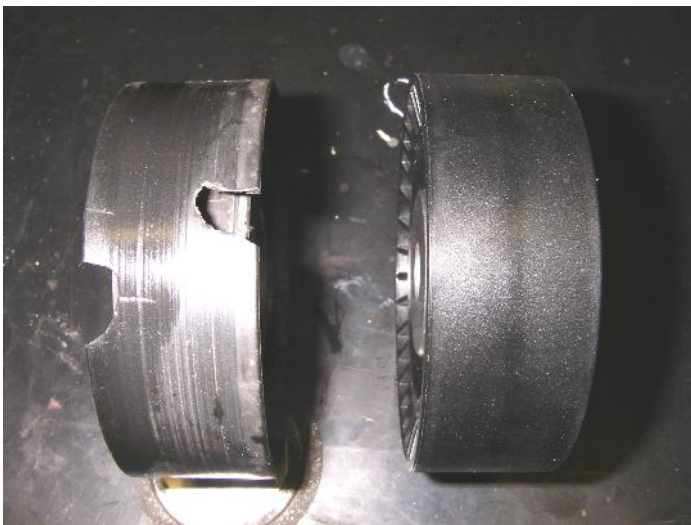


Photo #1 - Check The Tensioner Pulley

Belt tension is maintained over the life of the belt by an automatic tensioner that on a BMW can be of the hydraulic or mechanical type. For this discussion we are concerned with the mechanical type, which I happen to prefer due to its simplicity. I'll have a photo of a hydraulic tensioner for next time. In many cases, a mechanical tensioner (there are a couple different part numbers.) may be substituted for a hydraulic tensioner if you source the mechanical tensioner on the aftermarket. I have

found that the only reliable way to determine if you have the mechanical tensioner or the hydraulic tensioner is to LOOK; don't rely on parts information.

Whenever you have occasion to remove a serpentine belt, be sure to check the tensioner pulley wheel for deterioration (See Photo #1) and check the wheel's bearing for any roughness or play. Some models have additional idler wheels, so check these as well. Although the tensioner wheel is available separately from the tensioner, the tensioner is easy to change, relatively inexpensive, and it comes with a new wheel; so why not change the whole assembly? I am thinking that around 100,000

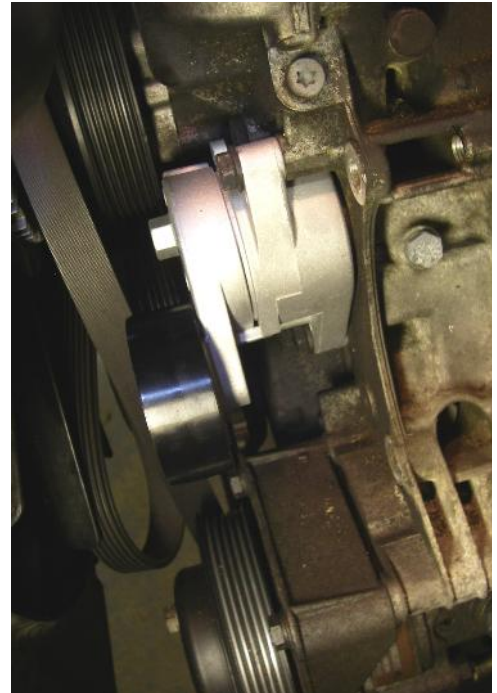


Photo #2 - Check The Tensioner Pulley

miles is a prudent change interval for the tensioner assembly.

Photo #2 depicts a new tensioner installed on a 1995 E36 325is with the M50 TU motor. I removed the alternator for photo purposes, but you won't need to for access to the two 8-mm bolts (13-mm hex) that hold the tensioner to the motor. Torque the bolts to 24 newton-meters (18 lb-ft). You will need to remove the air-filter housing, however, if you attack the tensioner from above. I have changed them from above and below, and I think from above is easier, despite having to remove

the air filter. The view is pretty much the same on later E34 Fivers, E39 Fivers, E46 3-Series, and early E60 Fivers.

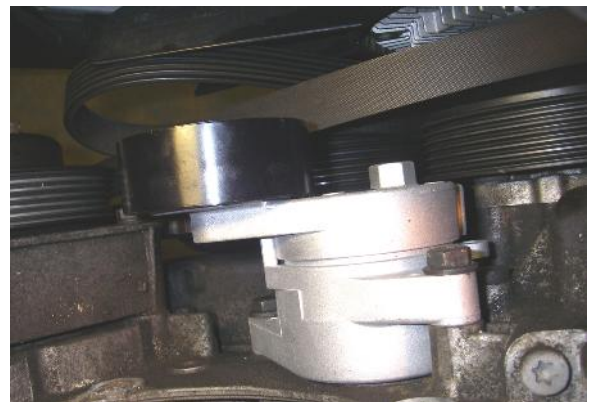


Photo #3 shows a 16-mm Hex Boss Is Helpful

closer view of the new tensioner. See that nice 16-mm-hex boss on the housing? It makes reinstalling the serpentine belt a whole lot easier than on the original tensioners, which did not have the boss. See Photo #4.

(Continued on Page 5)

Philes' Forum (Continued from page 4)



Photo #4 - Original Tensioners Did Not Have The 16-mm Boss

I would very much like to receive a copy of your NJMVC vehicle-inspection report. You can either email a scan of your report (preferred), or simply email the test data. (Include your name,

too, if you want to be famous and be mentioned in Philes' Forum!) There is no need to send in reports of "passed" OBD II inspections (This is where they scan your car for fault codes.), as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database. Please include both the test results for each pollutant along with your exact model and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

That's all for now, bimmerphiles. See you next time.

Anyone wishing to contribute to Philes' Forum can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair / maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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NJ Chapter of BMW CCA Board Meeting Minutes

July 9, 2014

Board members present: Jeff Caldwell, Doug Feigel, Ross Karlin, Marc Goeller, Dave Allaway, Paul Ngai, Neil Gambony.

Board members absent: Jeff White, Ron Gemeinhardt, John Gyorfy, Jerry Faber, Colin Vozeh. Others present: Bob Isbitski, Jamie Kavalieros, Brian Morgan, Larry Engel, Elihu Savad, Matt Baratz.

President

Jeff Caldwell called the meeting to order at 7:36 PM at Alfonso's in Somerville. Jeff moved to accept the June 11 minutes as distributed and Neil Gambony seconded (unanimous). Jeff Caldwell announced that Larry Engel has accepted the position of Oktoberfest 2015 chair for the New Jersey Chapter. A review and discussion was held on the tentative schedule for O'Fest, centering on the Wednesday 9/23/15 to 9/26/15 driving events, and including how to best accommodate Yom Kippur observance (9/23/15). Jeff reported numerous contacts with other chapters regarding past O'Fest experience and assistance. There was a discussion on the financial alternatives provided by National. The board consensus was that the NJ Chapter will not seek direct financial participation, but will request reimbursement for reasonable expenses. It was requested that all ongoing comments and suggestions regarding O'Fest be directed to both Larry Engel and Jeff Caldwell.

Vice-President

Marc Goeller reported that the Show, Shine & Swap event at the Deutscher Club of Clark (DCC) will be Thursday 8/21. The annual Biergarten at the DCC will be Friday 7/25. While this conflicts with our Summit Point event, Larry Engel offered to be at DCC. Ron Acher needs to do a blast e-mail reminder as soon as possible. Suggestions are needed for the September meeting [see below].

Treasurer

Jeff Caldwell distributed the current financial report from Ron Gemeinhardt. It was noted that the insurance for Summit Point has been taken care of.

Business Manager

Doug Feigel reported that he and Matt Baratz are working on a revised information packet for potential sponsors, to include member rebate statistics from National. Doug and Matt are also rethinking the web advertising strategy. Metrics are needed from Colin on sponsor click-throughs. Matt still owes Colin sponsor logos for the website. Larry Engel suggested profiling our sponsors in the newsletter. There was a suggestion that the September meeting be held at Open Road BMW. Doug thanked Matt for his work in transitioning the Business Manager responsibilities.

Members-at-Large

Paul Ngai reported that the BMW CCA Day(s) at the Lime Rock Park Historic Festival will be Saturday 7/30 and Sunday 7/31. Two-day tickets will be \$40 for members (12 & under \$10), limited to the first 400 tickets.

Driving Events

Jamie Kavalieros reported that Summit Point is sold out. Jamie also noted that we are seeing lots of new participants. Ross Karlin reported that we have about 30 racers signed up.

Autocross

Elihu Savad reported that the next autocross is at NJ Expo Center this Sunday (7/13). He is working on additional dates at Expo. Elihu reviewed the various potential sites which he is pursuing, including possible resumption of the Blue Lot at TD Bank Ballpark. Marc asked what we could do to revitalize the autocross program, and whether we would be willing to continue to run in the red. The consensus was that the autocross program is an important feeder to the Driver School program, and we are in need of consistent venues.

Old Business

The board thanked Larry Engel for a successful TireRack Street Survival (TSS) event.

New Business

Ross Karlin made a motion for the chapter to make a \$250 donation to the American Cancer Society in memory of Jeff White's mother, H. Joan White. Jeff Caldwell seconded (unanimous).

The next meeting was set for Wednesday 8/13 at Alfonso's. Ross motioned to adjourn at 9:26 PM and Marc seconded (unanimous).

Respectfully submitted, Dave Allaway, Secretary



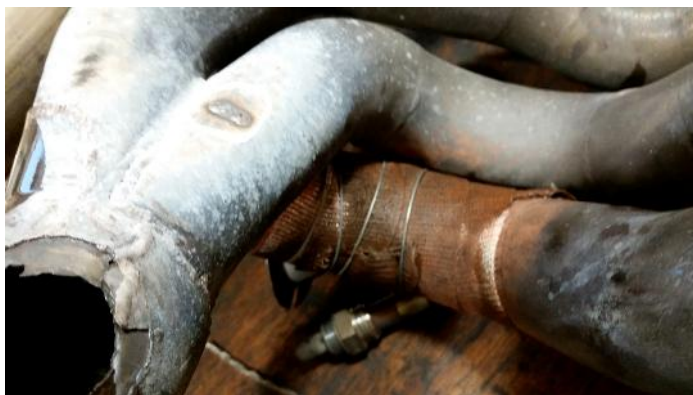
Finish Lines

By Thom Rossi

I was born in New York City and I lived there long enough to know that there are a million ways to get ripped off. Like it or not, I'm always alert to the possibility of being scammed. It keeps me out of trouble, but probably means I've missed a few good conversations with strangers over the years.

But it's been a long while since I was a city-dweller, and I may be losing my edge. Or my mind.

Three weeks before the race at Watkins Glen I knew I needed a new set of headers. The old ones had been re-welded and repaired so many times they were starting to look more like fine Belgian lace than stainless steel car parts. The last time the O2 bung blew off the headers, I figured: enough. They couldn't be put through one more race, never mind a full race weekend. What I didn't know was where I was going to source a set in time for the race.



Old Headers

I was looking for not just any headers, but specifically the BMW Motorsports S54 headers as originally used in the PTG E46 M3 racers. I've had a set of "knock offs" on order since March, but as of mid July, they are still missing in action. I guess there's a long, long line of orders at header fabrication shops this time of year, so the search was on. Using my network of parts suppliers, race teams, builders, etc., I was able to track down one available set in Germany, but the price, even when listed in Euros, seemed outrageous. Quick math revealed that when converted to dollars, this was 50% in excess of too-damned-ridiculously expensive, and within uncomfortable range of if-Mrs.-R.-finds-out-I'm-doomed.

The details of how I found a new set of these rare-as-shark-smiles headers for sale in the Chicago car parts aftermarket escape me at the moment. Or, possibly, going back to my NYC ethnic roots, I might just be pleading the 5th. But I did find them, and with a little help from a few friends, was able to get in touch with the seller. I'll keep his name out of print, mostly for my own safety.

After some telephone haggling and having an expert examine photos of the headers to ensure authenticity, we came to an agreed price- about a third of the set in Germany. Ding - the New Yorker in me fired off all his warning bells. Why so cheap - relatively speaking? The fellow's accent was hard to understand, so the provenance of the headers remained a little mysterious. My cautionary instincts were not eased at all when he requested that I send payment via PayPal and that only after the payment cleared would the seller box up the headers and send them my way. Hmm... I was desperate but not quite desperate enough.

I tried to arrange to meet the man and exchange cash for headers in person. I was going to bring a friend (and probably a shotgun) but the logistics didn't work out. My next best plan

was to have a mutual acquaintance accept the money from me, then meet the gentlemen and make the purchase. The problem is I don't know too many people in that part of Chicago. Zach Ketring introduced me to one of his buddies from that area who was ALMOST willing to help. We had a pleasant phone conversation during which I suggested that I would wire the money into his account and he could withdraw the cash then meet the seller at a designated time and place. His response? "So, I don't know you, but you want me to give you my checking account and routing number, then you want me to meet a stranger at 10:00 pm on a street corner with \$3500 in my pocket?" Click. Hello? Hello-ooooo? Oh well.

Remember the part where I stated I was not desperate enough to do anything foolish? That all changed as the time-before race-date dwindled to a few days and I still didn't have headers. That's how I ended up having a cashier's check made out for the purchase price and Fedexed to the seller. This was a Friday, and I had his assurance that the headers would be sent on Saturday as soon as the check was received and deposited. Except that immediately after sending the Fedex tracking number, I was told by the seller that he had just left town and couldn't send the headers until Monday. Uh oh.

Monday morning came around in due course after a long weekend of hand wringing. I texted the seller first-thing in the morning to remind him to get those headers out. No response. I called. No answer. This process was repeated several times throughout the day. By the time Zach arrived in New Jersey to work on the car late Monday, I still had no headers and no word from the seller. Zach decided to do a little internet research on the seller - better late than never.



New Headers

After a few minutes, Zach called me over to his computer with the phrase I dread hearing from him ("Hey, Thom. You want to look at this?") Usually, this means something is really screwed up!). As it turns out, the Chicago Newspapers were full of headlines describing how this gentleman (or a man with exactly the same alphabet-soup of a name) had multiple arrests for car theft and had served time for being involved in a ring that transported stolen cars to Indiana chop shops and then on to the parts market. Ugh. At this point my thoughts were vacillating between self-recrimination for letting my desire for the headers over-ride my judgment versus trying to think of who I might know who could correct this situation and wasn't already in jail.

(Continued on Page 8)

Initial Ramblings

By JT Burkard

Biergarten at Deutscher Club

Today started like every other day. I need to be somewhere at a certain time; frazzled and rushed. It was the first day this year I had taken the 320i out of the garage. The ol' E21 fired right up and was already clean so there was not a whole lot of preparation that had to be done to get it ready for tonight's Biergarten event at the Deutscher Club of Clark. I drove it to work to blow the literal cobwebs off the car and freshen it up with a quick vacuum and remove the brake dust from the BBS wheels. Lucky for me, I had the run of my dealership since I was the only one there all day. It was a good thing things were quiet because at 4:15pm, I locked the doors and made my way out. If anyone wanted to buy a car, they would have to stop back another day. I had German themed fun on my agenda. I stopped home, to feed the furry ones that occupy our home, slipped into a BMW T-Shirt and then onto the Parkway. On my way up from the Shore, I picked up Sandy, my wife and partner in crime, at her place of employment in Aberdeen and then stopped for petrol. We were back on the road at 5pm.

Of course being rush hour on a Friday we got held up in all sorts of traffic. Southbound turned into the Garden State Parking Lot. Good thing we were heading north. Typical for us, we arrived at the Deutscher Club later than we expected but we got a good spot to park in the car show right at the entrance for all to see our 1977 320i. As we get out of our car we got immediate compliments from a guy sitting at the tables under the awning. I never get tired of hearing how much people like the classic styling of the older BMW's. Heck, even the late models are attractive. Thankfully, BMW never made an ugly car. There was a nice selection of Bimmers on display from a 2002 track car to a low mileage black on black 850CSI and everything in between. Our friends at JMK BMW brought out the full arrangement of new BMW's to oogle at including the new i3 and a 4-Series convertible. I have a soft spot for the 640i/650i Grand Coupe which was also being displayed. I couldn't walk over to it as I might do something irrational like sign on the dotted line.

By around 6:30 there was a good crowd gathering. The band was playing German favorites as well as some good rock classics. Food was traditional with Brats, Bauernwurst, Sauerkraut, Red Cabbage, Potato Pancakes, Spaetzle, German Potato Salad, and a compliment of desserts. There were also some of the biggest pretzels I have ever seen! Honestly my MOMO steering wheel was smaller in diameter. The best part of the event was getting to sit with friends and club members and meeting new people. With a pitcher of Bier to share it wasn't hard to attract people we knew or others we didn't.

This was really the highlight of this event. Getting together with everyone and enjoying a social gathering. I had some great conversations about BMW's, driving schools, autocross, and the upcoming Oktoberfest that our great chapter will be hosting next year at New Jersey Motorsports Park. Everyone seemed to be really excited about this.

I also wasn't expecting to have an in-depth conversation about the Tour de France. Cycling is one of the only sports I follow. Tony, owner of a fine Z4 red with white leather interior, was sitting at our table and when I mentioned we were going to leave early to catch the end of the 19th Stage, he warned me not to spoil the results. Apparently he has traveled to France on several occasions to see it in person. This was certainly the highlight of my evening. Not only do I get to celebrate my German heritage, I got to show off my E21 and talk cycling. That was a winning trifecta!

It really was a good night. There were a lot of people there, all enjoying themselves with tasty food, cold drinks, and good people. I say it every year but this is my favorite social event to do as a club and Sandy and I will be back next year.

Zicke, zacke, zicke, zacke, hoi, hoi, hoi, - Prosit!

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

BMW CCA Day @ LRP's Historic Festival

Thanks to BMW CCA and New Country BMW, here's what is available only as a CCA Member at a cost that is \$55 less than the already-discounted advance ticket price:

- Admission for the Saturday, August 30 race day and Sunday, August 31 Sunday in the Park Concours & Gathering of the Marques car show for one person (\$60 value)
- Free parking with your BMW in the BMW CCA Corral on Saturday (\$15 value)
- Special guests throughout the weekend
- "The Picnic Box" boxed lunch and one glass of wine or beer on Saturday to be picked up from the check-in tent (\$20 value) near the Corral
- Swag/door prizes/raffles from BMW CCA on Saturday (Priceless!)
- BMW vehicles on display from New Country BMW on Saturday and Sunday
- Special parking for your BMW in the BMW CCA section of the car show on Sunday

The ticket price, exclusive to BMW CCA Members and Guests, is

only \$40.00 for the two days. The cost for kids 12 and under is \$10.

Limited to the first 400 tickets sold, available for purchase by BMW CCA members only. Each BMW CCA member may purchase as many tickets as they need.

To purchase your "CCA Day: Lime Rock Park 2014" special ticket package, call Lime Rock Park at (860) 435-5000, weekdays between 9:00 AM and 5:00 PM.

Lime Rock Park is located at 60 White Hollow Rd, Salisbury, CT.



© Lime Rock Park

Finish Lines (Continued from page 6)



New Headers getting installed

Just then my phone rang. It was the seller, with a long story about how his car failed while he was out of town (happens when all the parts are chopped from it and sold, I guess...) but that he'd get the headers out first thing in the morning for Wednesday delivery.

Much to my surprise, on Wednesday morning a box showed up at Fedex. It had headers in it, and indeed, they were the genuine article. I presume this gentleman was an honest-Joe with no relationship to the fellow about whom Zach had found so much entertaining news.

For once in my life, I had let my NYC anti-scramming guard down. Lo-and-behold, it did result in a nerve-wracking flirtation with danger; but in the end, not only did I get what I wanted, but I also had some interesting conversations with strangers along the way. Encouraged by this outcome, and with my faith in human honesty renewed, I might just let my guard down again - in about 50 years.

Autocross

By Elihu Savad

We have a location for our next autocross events. Thanks to the help of the Somerset Patriots, Wyeth LLC and EPA Region 2, we will be able to run our events at the blue lot at Patriots Park in Bridgewater.

We ran our events there several seasons ago, and the lot is large and in good condition; also, there are no residential neighbors to annoy.

Next event is August 10, and we will also have Sept 14. I am planning at least one more in October.

The site is conveniently located along route 287. Please see the website for a link to directions. The lot is reached by an access road that runs along the side of the stadium and under the railroad tracks.

All CCA members are welcome; non-CCA members may run as guests of CCA members.

Autocross fee: \$50 CCA member, \$65 guests.

All vehicles with street-legal mufflers are welcome. A course map will be posted on our website.

Driver Schools

Track Dates

Date	Track	Type	Cost
Sep 6-7 (S-S)	Shenandoah	Driver School	\$360
Oct 12-13 (S-M)	Lightning	Driver School	\$160-\$405*

* Registration fee for October varies for First-time vs. Experienced students and one or two day participation



Photo by Brian Morgan

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NJ CHAPTER CALENDAR

August 2014

Thursday, 21st

If you enjoy showing off your BMW, love spending time with fellow club members and may have parts for sell or trade, please come and join us at the Deutscher Club in Clark, NJ. Meet will start around 6:00pm.

Saturday, 30th

BMW CCA Day @ LRP's Historic Festival. Exclusive Lime Rock Park Offer to BMW Car Club of America Members & Guests. See Page 7 for details.

September 2014

Saturday-Sunday, 6-7th

Driver School at Shenandoah Circuit, Summit Point Raceway.



Welcome New Members

Regan Asay

David Azizo

Joseph Becker

Richard Bodmer

Dan Brekus

Binish Bulsara

Andrew Burdack

Lawrence Caretsky

Dan Cronin

Gregory de Keersmaecker

Julia DePuyt

Peter DeVita

Noel Dinan

John Doerr

John Doerr

Gary Domingo

Rachel Dougherty

Kelly Duffe

Jacob Feldman

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