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Talkin' Trash

Old School is an oft used term that is vastly misconstrued. Cheryl and I were recently at a motorcycle show in Oklahoma City that had a wide array of motorcycles. As I gazed around the room I noticed many of the bikes were polished to perfection. I struck up a conversation with a man called Thumper who must be near 70. He was perched upon a stool watching his wife polish his Harley trike. He said to me "I'm old school. I don't clean my bike unless I just hit it with a cloth while she (his wife) is getting ready for us to ride somewhere." In the same rueful tone he said, "None of these other guys are Old School." His statement wasn't degrading. His voice had a hint of sadness in it...like he missed the old days. Thumper, by definition, is the epitome of "Old School."

On January 25th the Oklahoma biker community lost an Old School biker named Johnny Cook. To his friends he was simply known as Old Man... well, because he was an old man. I had known of Old Man for many years, and had spoken to him several times in passing. I had even chased his club around Tulsa one year during one of their annual Up Runs. But it

wasn't until the last six months of his life that I finally got to sit down and listen to some of his stories. Old Man wasn't a 1%er - he was a 100%er, and his stories reflected the way he lived and rode. I am sorry I did not have more time with this man.

Nothing beats an Old School Biker when you need one. When the fender struts broke on my '93 Harley FXR I couldn't find them in any biker bling catalog, on Ebay, at any Harley shop or anywhere else. Ted the Mechanic took my bike and made the struts with his own hands in a shop resembling my grandfather's workshop back in the 1960s. Being able to repair a motorsickle with nothing but hard work and ingenuity is Old Skool Cool!

These Old School bikers are like the motorcycle on the front cover of this issue. They are to be treasured and revered. These men rode hard, partied hard, lived hard and loved hard. They understand what biker brotherhood is about. They rode bikes made in America by Americans. They are the reason we ride Harleys and Indians today. They are legendary and bigger than life – like the motorsickles they rode!

The Janitor



For a cool story about Old Man scan this QR Code:





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WHAT IS OKLAHOMA BIKER

OKLAHOMA BIKER is the largest and fastest growing motorcycle lifestyle marketing company in Oklahoma that illustrates Oklahoma motorcycle runs, motorcycle rallies, and motorcycle events through videos, pictures and written observations.

OKLAHOMA BIKER spotlights motorcycle runs, motorcycle rallies, motorcycle events, and biker friendly businesses — but mostly Oklahoma bikers.

OKLAHOMA BIKER began as a magazine in 2004 to realistically portray the biker lifestyle to the citizenry of Oklahoma. Our mission is “to communicate what it means to be an Oklahoma biker and to illustrate the brotherhood existing between Oklahoma bikers.”

Today OKLAHOMA BIKER is the foremost provider of entertainment news and information to the Oklahoma biker community. This is accomplished through television productions, magazine publications, event promotions, websites, social media, and specialty printing.

OKLAHOMA BIKER is the place to look for biker friendly businesses, stories, events, and merchandise pertaining to Oklahoma bikers.

OKLAHOMA BIKER also specializes in providing digital marketing and print solutions to businesses seeking bikers and motorcycle enthusiasts as customers.



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OKLAHOMA BIKER

is a subsidiary of
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Formerly known as "Colorado Motorcycle Show & Swap." This is billed as the largest indoor swap meet in the country, and I think it lives up to that title. It has always been the last Saturday in January (although it's a Sat. & Sun. event). I try to go every year; I think I have only missed one in the last twelve years or so. Don't get me wrong, I don't go for parts and accessories, although I used to (I ride late model stuff now days). I go to socialize with friends I only get to see a couple of times a year. I find it truly amazing how far folks will travel just to go to a swap meet.

The Colorado Motorcycle Expo is one of the largest motorcycle events in the country! It's several motorcycle events rolled into one weekend. The CME includes: the Country's Largest Indoor



Motorcycle Swap Meet with over 800 booths; a huge Bike Show featuring about 125 exquisite vintage bikes and top of the line customs; a Wet T Shirt Contest, Live Music, Onsite Tattooing & Piercing, and more! It is held at the National Western Complex in Denver, just whoever thought of having a winter motorcycle event in Denver. Since I live in the warm tropics of Oklahoma (as compared to Denver in winter), I have never rode to this event, I usually take a car to the event. I can tell you even in a car, the trip is an event in itself, sometimes rain, freezing rain, ice, snow, and even a "Sasquatch" sighting 1 year! Parking, now that is a story in itself, unless you come in groups of about 10 in a VW, parking is difficult, but not impossible. The building itself is huge, 4 levels and each level about the size of a football field. If you go and cannot find a part, you just did not look hard enough! By midday, the crowd is elbow to elbow, and moves around like a herd of snails, which give you plenty of time to "window" shop. This year, I showed up at the Expo about 10am, and as usual, by about 1pm it was packed. Although its inside, the weather is important, this year, morning was cold and clear, but by 5pm was cloudy and trying to snow. Sunday morning when I arose, it had snowed about 10 inches overnight. But after a few delays, I finally made it back to Tulsa safe, and somewhat sound. This is a good trip to break up the winter, even if you have to fly or drive, it's a biker event, and in the winter those are hard to find.

Hun 1%er



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Exploring Oklahoma with Two Tone



Way up north in central Oklahoma is the town of Newkirk; they have a jewel of a BBQ restaurant. Don't get this place confused with the normal smoky and dirty BBQ joint, as it has the family dinner appeal. The Stagecoach Bar-B-Q sits on the north side of Highway 177 as it doglegs through town, and you'll be hard pressed to find parking after Church lets out.

The impression we got was, "oh boy we'll be waiting a while," but that wasn't the case at all. They had plenty of cozy seating for our group of six, road weary and hungry bikers. The staff greeted us and took our orders promptly, and within ten (10) short minutes of absorbing the rustic, country dinner atmosphere our food arrived hot and fresh.

I can't say enough about the staff; even the owner Vance stopped by our table to greet us and asked if everything was ok. Of course it was except they had run out of chicken, so it must be good. (*There is no bologna*

on their menu.) We all tried different meats and found the Hot links spicy, ribs served dry with Head country and Stagecoach sauces on the side. My brisket was sliced perfectly with a nice bark and smoky flavor as well. The sides are hard to rate, as everyone enjoys them differently, such as Cole slaw and potato salad. I found their slaw fresh, crunchy and sweet but not too sweet as if you were eating a desert. Apparently the potato salad was bland, I didn't try it but perhaps this was the local favorite; you'd have to judge that I suppose.

Our route was long, windy and chilly. However, it was well worth the ride NW through rural Oklahoma, via county roads and across the vanishing, old overhead suspension bridges across the beautiful Arkansas



River; and through the farm and ranchlands that fill the area.

Our group left from Haskell, and Tulsa meeting another group from Claremore in Hominy. We headed west to Ralston on 20, and saw the larger than life cutouts of the American Indians on their famous plateau in the town of Hominy. West of Ralston we took a county road west and then north to Highway 60 and then west to highway 177 in Ponca.

This trip was a perfect way to share time, food and of course the ride with friends. We absolutely had a blast without stopping at any of the bars along the way. So if you are looking for something new try the Stagecoach BBQ in Newkirk.

Two Tone

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If you think you can sell ice to Eskimos don't respond to this ad. If you are willing to learn our business you will love this position. We are hiring in all parts of the state. For more information about working with Oklahoma Biker please contact Darrell at 918.553.6642

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This Ain't Yo' Daddy's Swap Meet

"So what exactly is a motorcycle swap meet and why would I go to one?"

Well, the obvious answer is that a swap meet is an interactive shopping event featuring new, used and antique motorcycle parts, accessories, clothing and memorabilia for sale or trade.

Swap meets attract a diverse group of people connected by their enthusiasm for all things motorcycle and offer a fun place to socialize and build your motorcycle network.

If you're working on a specific project, be prepared with a list of parts you're seeking, bring pictures or part numbers. You're sure to find just what you need, or at the very least, a lead to finding it.

But, never underestimate the fun of letting a new project find you. Swap meets are a treasure-trove of hidden jewels just waiting to be repurposed or recycled. DIY'ers can let their creative juices flow while treasure hunting for their next project. Home décor, yard art or jewelry from motorcycle parts? Yes! An old gas tank can become a unique mail box, old gears become melodic wind chimes or timeless clocks, chains add a touch of whimsy to a candle. Beauty is in the eye of the beholder and some parts are beautiful works of wall art without any modification at all.

As I am writing this article, a program on television is featuring

a "biker-themed restaurant/bar".

The decorator has just created a chandelier from gears and chains. Absolutely elegant without being too girly. The possibilities are endless. So, before heading out to the next swap meet, check out www.pinterest.com or one of the many do-it-yourself programs to spark your imagination.

With a sense of adventure, patience and a trained-eye, you can ferret out the object of your desire. Swappers can spend hours rummaging through vendors' wares seeking the rare, obscure, and highly prized. With a poker-face and well-honed negotiating skills, you can haggle or swap your way to a great deal.





Maybe you are on the other end of the spectrum and find yourself storing a lot more parts and unfinished project than you need. Maybe that pile of junk in your garage is hiding the treasures others are seeking. Swap meet vendors are rescuing those treasures and turning them into cash.

Whether you're building the bike of your dreams, seeking replacement or repair parts, thinking outside of the box to create that one-of-a-kind object d'art to decorate your home or business or just need to clear the clutter, mark your calendar and don't miss out on these treasure-filled events.

It's never too late to be what you might have been

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Is Your Motorsickle Ready for the Road

You've been planning and looking forward to that first great ride of the year. If you winterized your bike after your last ride before storing it away, you'll spend less time getting it ready to go in the spring. What could be worse than experiencing a problem on the road that could have been avoided by spending just a couple of hours getting your bike springtime road ready?

I spent a little time visiting with Donny Meador at Kinetic Playground. Donny gave me the following advice and overview of the parts and systems that need to be checked and taken care of before hitting the road.

Battery – if you did not start your bike all winter or properly preserve your battery over the winter, charge it overnight. If it does not pull a full charge, buy a new one.

Did you know...Batteries lose 1% of charge per day when not being charged or used? That's 90% of its charge gone in 90 days!

Charging system – make sure your charging system is working properly. Even a brand new battery will fail if your charging system is not doing its job.

Fuel – for maximum power, performance and fuel economy use only 100% gasoline. You can find a comprehensive list of stations offering

100% gasoline at www.puregas.org. If your fuel was not properly stabilized over the winter, drain the tank and start fresh. If your tank was not full, drain the tank and check for rust before filling up.

Ethanol woes! Ethanol fuel is very corrosive to your motorcycle's tank, filter, carburetor, fuel lines and anything else it comes into contact with. Ethanol fuel separates in as little as 21 days.

Spark Plug – depending on the type of bike you have, a spark plug may or may not be an easy roadside fix. With that in mind, you might consider changing your spark plug before hitting the road.

Air Filter – visually inspect your air filter. Hold it up to a light source. If you can't see light through the filter, clean it or replace it. A dirty air filter restricts the oxygen flow that your engine's combustion process requires to run your bike.

Tires – this is literally where "the rubber meets the road." Visually inspect your tires for proper tread, cracks, flat spots. If you see exposed wire or metal meshing, it's definitely time for a replacement. If everything looks good, check the tire pressure and make sure they're properly inflated.

Belt or chain – take a few minutes to inspect your drive belt or drive chain. A broken belt or chain can strand you on the side of the road. Now is also a good time to verify the tension to make sure it is up to the manufacturer's specifications.

Lights – stay safe on the road by ensuring that your signal lights, brake lights and headlights are working.

Horn – honk it once every day so that it will work when you need it.

Brake pads – visually inspect your brake pads. Maybe more important than the systems and parts that keep you going, you want to know that your brakes will stop you when you need them.

Hydraulic fluid – regardless of your mileage, change your hydraulic fluid every 2 years.

Coolant – again, regardless of your mileage, change your coolant every 2 years.

Oil & Oil Filter – check your oil and filter. If you didn't change your oil and

filter before winter storage, start your spring off right with fresh oil and a clean filter.

Wash, Wax & Polish – that's right, thoroughly clean your bike and it will look as good as it runs and you'll look good riding it!

Riding Gear – the only thing protecting your hide from the pavement. Make sure it's in good condition.

Need help getting road ready? Donny and the crew at Kinetic Playground, 918-743-6553, 4207 S Peoria, Tulsa are ready to fulfill all of your motorcycle-related requests.

Finally, it's time to ride! Start her up and get the juices flowing and up to temperature.

Lora Turner

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OKLAHOMA CONFEDERATION OF CLUBS

The Oklahoma Confederation of Clubs promotes communication and education to and between all motorcycle enthusiasts. Our strength is a Confederation of Clubs coming together to defend our Constitutional rights and further our motorcycle lifestyle through education and the political process.

Meetings are held on the first Sunday of every other month at 1:00 pm starting in January. The meetings that fall on a holiday or holiday weekend may be rescheduled.

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If you would like to have the RAG delivered to your home or office please send twenty-bucks (\$20) to:

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Joleen "Jo" Wilson
9.16.1989 - 1.23.2015



Jo had been riding motorcycles most of her life. Her parents bought her first bike when she was only 13 years old. The bike she was riding when she was struck by a car was the first bike she bought on her own and she was so very proud of it! Her 6 year old nephew, Diesel, was riding with her during the accident. He is recovering from his injuries. Donations may be mailed to "Donations for Diesel" c/o Eastman National Bank, P. O. Box 190, Ponca City, OK 74602.

Echoes
of our brothers and sisters
of our brothers and sisters
of our brothers and sisters

THREE SANDS ABATE RIVER ROAD RALLY 2015



Kick off Spring right, mark your calendars for the River Road Rally, May 15-17! This young Rally in its 4th year is growing and proving to be a destination point. Nestled in the Woods on private property in North Central Oklahoma, just South of Ponca City it is surrounded by windy, curvy, prime riding roads.

Many people come for the Bike Show or the Poker Run and stay to enjoy the Rally. The Bike Show is being expanded and Downed Bikers Association is now benefitting from the Poker Run due to the enthusiasm. They are also adding a Swap Meet as well as a Burn Out Pit. The bike games, people games, live music, specialty acts and other events are top notch too.

You won't be disappointed in making this your first Rally of the year. River Road Rally benefitting Three Sands ABATE prides itself on being a neutral ground where all in the Biker community as well



as those who are interested in the bikes and bikers feel welcome. Many affiliations, MC, RC, 1% MC, Support Clubs, Organizations, and Independents have come through their gate to share the Rally party and find themselves among friends. The River Road Rally believes their guests make the party and extends this open invitation to YOU!



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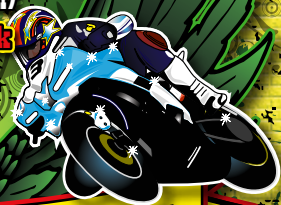
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ALL YOU CAN EAT CRAB LEGS

Robert O'Rear and I have always sought out the best places to eat crab legs. We used to go to the casino, but they done away with the all you can eat crab legs. We have tried oriental food establishments without much success. Recently we discovered that Planx Steak and Seafood located west of Skiatook on Hwy 20 have ALL YOU CAN EAT CRAB LEGS on Thursday nights.

We went there and found they have awesome crab legs and steaks. We also tried the Gator which was very good. Everyone else in our group was pleased with their food as well. Try 'em...you'll like 'em!

the janitor



Ragazines Now On Community Racks

Have you had difficulty locating Oklahoma Biker the Riders Ragazine in the past? Well...look no more. We are now transitioning to area Community Racks located within local Restaurants, Convenience Stores and Grocery Stores. We figure everyone needs gas and food, right?

We will now have more distribution locations within your city, so no excuses for not knowing what is going on within the Oklahoma Biker Community! Oh, by the way, you can always text the word **BIKER to 5567** for weekly updates if you can't find the RAG!

Watch our weekly videos on social media for the most up-to-date information if you can't find the RAG!



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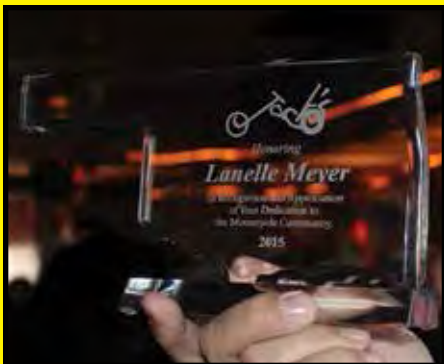
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Mar 13-15

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This rant is going to be more information than a rambling by me. We're coming up on that time of the year when most are chomping at the bit to get out and ride (the rest of us have already been out and riding). There's a few safety things I'd like to hit on that might save you and your bike. If you've had snow or ice, beware of the sand/gravel build up at the bottom of hills and at intersections. Sand tends to collect at the bottom when the rain

washes it down the hill and if there is a turn or a stop at the bottom of the hill, things can get loose and out of control pretty quick. Not only can it cause you to lose control and lay it down, but you can also slide right out into oncoming traffic. Let's also not forget about the sand and other crap that builds up along the center divider and sides of the road. Anyone, anywhere that gets caught behind a Big Truck is going to get sand blasted. This is a bad deal if you don't wear a full face or goggles.

Did your bike sit idle all winter? You might want to check that battery to see if it's charged. I recommend a battery tender if you don't ride much (I really recommend riding, but hey, what can I say). They keep your battery crisp and ready to go when you do decide to take your bike out. Look the tires and belt over, check for tire rot and cracking, tread depth and tire pressure, look for loose lugs on the belt and frays. This is easy stuff to do and can save you a breakdown on the side of the road. Get some good gas as soon as you can, chances are that's the same gas in the tank that has been in there all winter. Check your lights, make sure they work be-



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cause the Cops sure like to use that as a reason to pull you over.

Let's talk about a new law that popped up down in Texas. It's a law that took effect on January 1 and may be of interest to motorcycle enthusiasts, it's called Malorie's Law, and it's the final piece of HB3838 passed by the 83rd Legislature, which requires hand-holds and foot pegs on bikes designed to carry passengers.

The new law states the following:

**MOTORCYCLE FOOTRESTS
AND HANDHOLDS REQUIRED.**

A motorcycle that is designed to carry more than one person must be equipped with footrests and handholds for use by the passenger.

I've spent at about a half a day re-reading the law and doing research to try to find answers and I am shocked at how vague this law is. I received no advance notification from any agency that this was going into effect and it just popped up Jan 1st.

What concerns me is the fact that the Texas DPS (Highway Patrol) can't tell me anything about this or specifics that apply to motorcycles registered

in other states. This bill does not even cover what is considered to be hand-holds. Upon initial contact with the Texas Department of Public Safety, a spokesperson for them stated that the new law would "not be interpreted by just one agency, each agency may interpret it differently." That sure sounds like a bad deal for riders. I've never been a fan of Cops having the right to decide how they interpret the law, I always seem to lose that battle. My other question to them was how does it apply to bikes tagged in Oklahoma? They don't seem to know the answer to that question either. So, beware, hand-holds for your passenger are required in Texas, I think, maybe, depends on who pulls you over!

Tank



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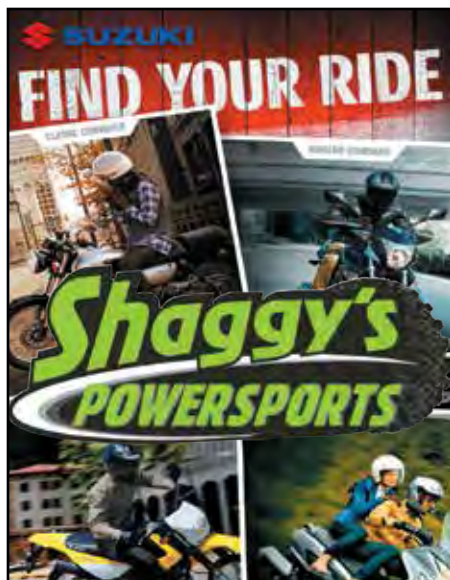
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SAVE THE PATCH PARTY



Do you wear a vest with a back patch that signifies you are a member of a group or club? This type of vest is sometimes called "Colors," or "Cut" but whatever you call it, it is used to show that you are a member in good standing of that group. Lots of organizations, besides motorcycle clubs, also wear unique identifying logos, either on their back or sleeve. Some examples are: U.S. Military, American Legion Riders, Police Officers, Paramedics, Boy Scouts, Harley Owners Group, Veterans Groups and I'm sure many more.

So, what would you think if the government told you that you couldn't wear your patch anymore because they had legally taken away your copyright to your unique patch design because of the actions of one or two of your groups members. This is exactly what is being argued in court right now over the back patch design of the Mongols Motorcycle Club. Now, you might be tempted to respond that some of the Mongols MC are bad guys. Well, whether that is true or not, the actions of one or a few members should not mean that the whole group is destroyed by taking away their unique back patch design.

Oklahoma Biker the Riders Ragazine 34





I know that you might not fully agree with me, but you need to understand that this isn't just about back patches. Consider a hypothetical case where a church member of any prominent church denomination robs a bank. Does that mean that the whole denomination should be destroyed by taking away their logo? After all, if one is guilty, then all must be guilty right? I hope you are beginning to see that making a group responsible for an individual's actions is a bad thing. It is a very bad thing. We are a country that once believed in individual responsibility. I hope that you can see that this case is not just important to all motorcycle club members, but also, to all people that are part of a group of almost any kind. If a member of a group can cause the whole group to be held responsible for his or her actions, we are well down the slippery slope of eliminating freedom and individual responsibility from our once great nation. Here are a couple of quotes, and information about how you can help:

"They are trying to destroy the right of men to associate and indicate their association" said Joe Yanny, an attorney representing the Mongols. In addition to being a violation of club members' freedom of speech rights, Yanny said, "more importantly, it's a

due process issue."

Educate yourself on this case by going to: <http://usdefender.net/cta-tdf.html> and go "LIKE" the National US Defenders Facebook page for future updates. You can also contact the lawyers at www.onabike.com

Tom Zimmer



Biker Friendly Churches

Forgiven Fellowship
222 E. Commercial St - Inola

Humble Road Biker Church
304 Seminole - Bartlesville

AWF Church
106 E 2nd St - Owasso

Life Church
S 81st and Hwy 75 - Jenks

Journey Church
I-35 and Tecumseh Rd - Norman

Family of Faith
13500 SE 15th St - Choctaw

God's Shining Light Church
9897 E 11th St - Tulsa

Get Real Ministries
411 West 14th St - Bartlesville

Journey Church TV
3801 Journey Pkwy - Norman

The Link Church
6353 E 41st St - Tulsa

Vann Lake Baptist Church
5068 W 90th St N - Porter
Hands With Prayer
6222 SE 15th St - Midwest City

Assembly of God - Jones

First Assembly of God
3100 Gulick - Muskogee

New Hope Assembly - Muskogee

Trinity Baptist Church
2805 E. Washington - Idabel

Faith Fellowship Church
803 Electric St - McAlester

On the Edge
14 E Dawes - Bixby

Freedom Biker Church
803 W Walnut St - Duncan

Rhema Bible Church
1025 W Kenosha St - Broken Arrow

Chapel Hill United Methodist
2717 W Hefner Rd - OKC

Seventh Day Adventist Church
806 First - Alva

Southern Hills Seventh Day Adventist
1201 W I-40 Svc Rd - OKC

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Go All In!

A very wise man once told me: "If you only do things halfway, you will never be all the way satisfied." Those words have stuck with me for many years. (Even if I did not always adhere to them) I want you to ask yourself what it means to only do something halfway.

Changing the oil on your bike: halfway would be draining the oil but never refilling it. (Then buying a new motor)

Making a quilt: halfway would be a full box of quilt squares but no blanket. (Not very warm)

Building a doghouse: halfway would be walls and no roof (then a wet dog when it rains.)

Now let's think about what it looks like

to be go halfway in your relationship with God. Halfway would be just enough to make us feel good about ourselves for going to church on Sunday. It might even be giving a little financially. Halfway may even be attending a bible study in the middle of the week. But is that the extent of it? Paul writes "Whatever you do, work at it with all your heart, as working for the Lord, not for human masters."

For some people going all in with God means to become missionaries. For some people going all in with God means becoming pastors. For some people going all in with God means running a feeding ministry. The one thing that people who go all in with God have in common is they have put their all into their relationship not just halfway. That is why they seem to have everything together. Are you all in?

Something to think about in the wind.

Pastor Matt

**Why not go out on a limb...
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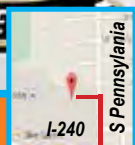
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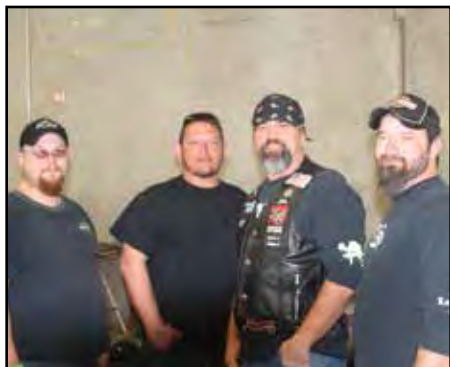
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