

THE SPiEL

CITRUS

OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA



Fall 2023

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Sunfar



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MORE INFORMATION: www.pca.org/activities



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The *Spiel* is the official club Magazine of the Florida Citrus Region of the Porsche Club of America. Members receive four issues per year as part of their club dues. Back issues are available at flc.pca.org.

Submissions must be received by the **1st of March, June, Sept., and Dec.** Send your articles to spielrepository@gmail.com.

Statements appearing in the Citrus Spiel reflect the views of their authors and not necessarily those of the Porsche Club of America, the Florida Citrus Region, the Board of Directors, or the Spiel Editor.

Cover: Jason Hendren's "Surfari" Safari 911 at Ace Night at Forward/Slash. Photo by Dan Pate.

UPCOMING EVENTS

OCTOBER

1 (Sun)	CFL Cars & Coffee Drive Shack Orlando
2 (Mon)	Membership Meeting Porsche Orlando Maitland
6 (Fri)	Instructor & Solo Day Roebbling Road Raceway
7-8 (Sat-Sun)	Drivers Ed. Roebbling Road Raceway
16 (Mon)	Porsche Night Forward/Slash
21 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe

NOVEMBER

4 (Sun)	Holiday Tour + Lunch Stetson Mansion + Dusty's
5 (Sun)	CFL Cars & Coffee Drive Shack Orlando
6 (Mon)	Membership Mtg. (Elections) Porsche South Orlando
18 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe
20 (Mon)	Porsche Night Forward/Slash

DECEMBER

2 (Sat)	Holiday Party Maggiano's
3 (Sun)	CFL Cars & Coffee Drive Shack Orlando
4 (Mon)	Membership Meeting Porsche Orlando Maitland
9-16 (Sat-Sat)	Treffen at Sea: Princess Cruise Eastern Caribbean
18 (Mon)	Porsche Night Forward/Slash

Subject to change. Details at: flc.pca.org



PRESIDENT'S LETTER

It is so very hard to believe that Fall is here already. That just brings to mind more wonderful drives with the windows down in order to enjoy the cooler temperatures while zipping around the back roads of Florida. What better way is there to spend the days?

I'm very saddened to say that this past July we lost one of our own when Donovan Dean passed away. Donovan was a wonderful gentleman whose knowledge of Florida's roads remains unrivaled. He kept us on the roads, exploring new and scenic paths around Central Florida. If you've done one of our drives, you've been touched by Donovan. One of our Florida Citrus members, Annette Vasickanin, was fortunate to interview him shortly before he passed away. Her story about this very interesting and many-faceted gentleman is in this issue. It is a wonderful tribute to Donovan, whom we will all miss so dearly.

In August, we ended the summer and welcomed Fall with a wonderful picnic at Trimble Park, overlooking

Lake Beauclair. Many thanks to all who participated and brought so much wonderful food to share. The day was a perfect day to be driving Florida's roads and then picnicking outside with friends. Check out some of the pictures from this outing in this issue.

This fall also brings the Florida Citrus Region elections for officers. The slate will be announced at the October meeting and the elections will take place at the November meeting. Officers will be installed in December. Please come out to the November meeting so you can vote for the slate of officers.

As I love to say, "PCA. It's not just the cars. It's the people!" So true! And a huge "thank you" to all of you for making this Region so great.

Very respectfully,
Karyn Rinaldi

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REMEMBERING DONOVAN DEAN



Credit: Mark Poorbaugh

“PCA. IT’S NOT JUST THE CARS. IT’S THE PEOPLE.”

This past July, Florida Citrus Region lost one of our own when Donovan Dean passed away. Donovan’s love of riding the backroads of Florida was shared with all of the members of the Florida Citrus Region PCA, as he was instrumental in developing our monthly drive routes. He was at all of the club meetings, always with a smile on his face, a laugh, and a kind word for everyone. He was also quick to volunteer to make the Club better any way he could.

We celebrated the life of this amazing gentleman on the 28th of September at the Azalea Garden Lodge at Mead Gardens with his friends, family, and associates. Many PCA members were in attendance to honor this fine man’s life. The following article is a wonderful tribute to Donovan by Annette Vasicamin, who was fortunate to have spoken to him shortly before he passed away. He will be missed.

– Club President Karyn Rinaldi

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A **ROADSIDE CHAT** WITH **DONOVAN DEAN**

BY ANNETTE
VASICKANIN



Editor's note: This article written in late June. Annette says, "I was so very fortunate to have the opportunity to interview and spend the day with Donovan Dean on June 27th, within a month of his passing. It was truly wonderful having lunch and spending the afternoon together. Donovan was a wonderful friend and proved time and time again that it's not the destination but the journey that brings the most joy."

I sat down for a chat the other day with Donovan Dean. Some of you may know him for his backroads, non-PCA driving tours. I thought everyone could benefit from knowing a bit more about this man who knows the Florida roads like the back of his hands. He has over eight decades of experience exploring this wonderful world we live in.

Annette Vasickanin: How long have you been with the PCA?

Donovan Dean: Five years.

AV: How many Porsches have you owned?

DD: Three. When we got married in 1965, I came back from Atlanta to Orlando. I drove a tan 356c, the last of the old bubble style with a sunroof. Some lady over here in College Park decided that she wanted the space that I occupied. I went through the windshield, the dashboard, and bent the

gearshift lever like a pretzel. It took the mirror out. It gave me all the scars up here. [He points to his head.] I sold it as-is by listing it in the Orlando Sentinel and other papers, including Atlanta. Fifty-six calls from Atlanta! An airplane pilot from Atlanta wanted the radio and disc brakes.

The Brown Boxster was my second one and it was my introduction to the PCA. A 2008, 5 speed, 6 cylinder standard Boxster. I bought that up in Greenville in 2018 and drove it home. Nort Northam and his wife were really excited about the brown-on-brown Porsches. Then one night I found out that the pick up truck behind at Princeton me wanted to go faster than I did. He drove right over my rear end... He bent the tube, the tub. Had that two years.

AV: So then it turned out well?

DD: I was able to take the money from the insurance and

add to it and get an S, a Porsche S. I had to drop two years from a 2008 to a 2006 but I picked up 50,000 miles less. I fell in love with a midnight blue metallic with a tan interior. That's the one I ended up with. I've put 35,000 thousand miles on it in three and a half years.

AV: What would be your favorite Porsche and why?

DD: My current one!

AV: Electric cars- a great thing or not so great?

DD: It's a farce! *[He wants nothing to do with them.]*

AV: What's your favorite Citrus Region activity?

DD: Backroads exploring! *[Least favorite? Monthly meetings.]*

AV: How would you like to see the Citrus Region grow and develop?

DD: I would like to see us get a speaker system that works. A sound system for the monthly meetings. And, if we're going to keep meeting in Maitland, make daggum sure that the management there knows to turn the stupid radio and music off... They do it for us in South Orlando. If Maitland can't shut it off, then...

AV: What was or is your current employment title?

DD: Happily retired architect.

AV: Do you think that your career has influenced the way you drive or see the world?

DD: No, I have always been an explorer. I wanna see what's over the next hill, the next curve.

AV: Throughout your life and career, who has been the biggest inspiration to you and why?

DD: My mother. Just because I wanted... *[He pauses thoughtfully.]* I was always an artist. I was an artist in high school and college. She said, "You can always go off to California and be an artist but let's get your architecture degree now. That way you can make money and you can always go back to artwork." I was going to California to kick Disney out of the way. Hers was a good idea.

I was never a big-time architect. I was a small firm. I really enjoyed what I did. Living art. But I also draw. You'll see. *[Boy, do I. His drawings are proudly displayed in his living room.]*

My dad was an architect, see, so I came by it honestly. I was his print boy and "gofer." Then I hit college and I flew with him. A guy who had a twin engine plane and was able

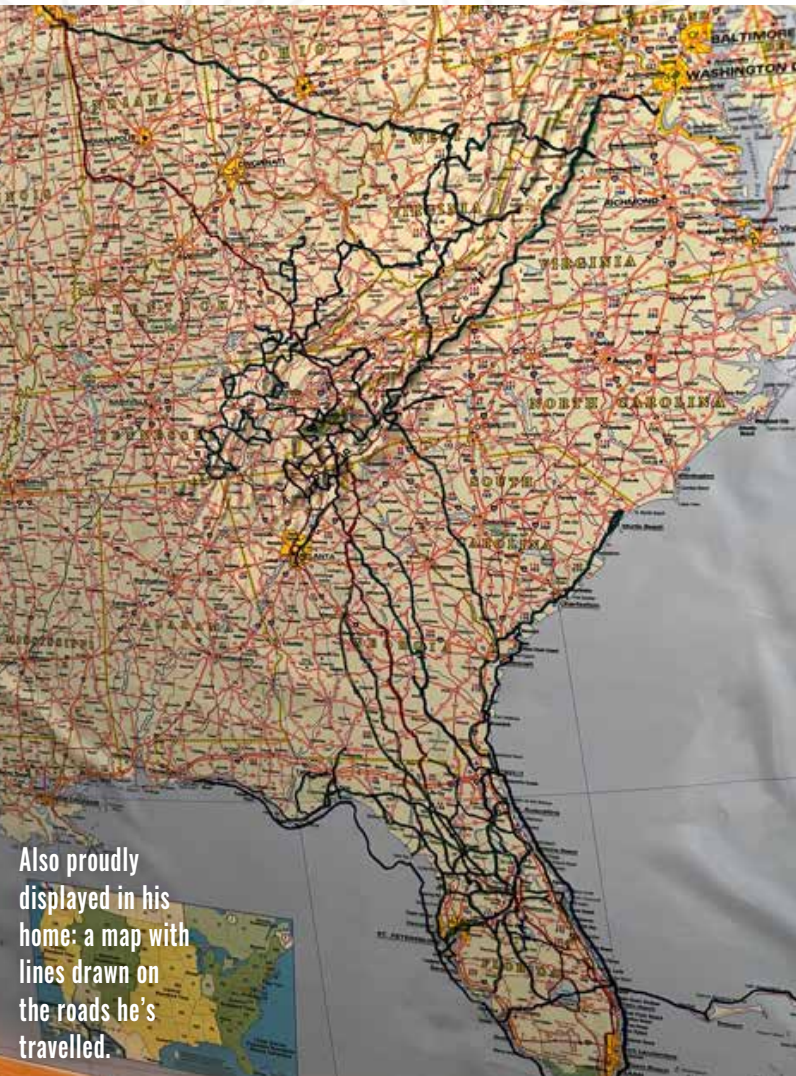
This photo:
Sunlight hits
one of Donovan's
hung sketches

Below: Donovan
shows Annette
another of
his drawings,
a detail from
Michelangelo's
Creation of Adam,
done while he was
in school

Opposite
Left: With his
brown Boxster,
hollering,
"We're burning
daylight!"

Opposite Right:
with Annette,
Amelia Island,
2020





Also proudly displayed in his home: a map with lines drawn on the roads he's travelled.

to travel around the country. I carried his sample case and he carried my drawings.

AV: Where is your favorite place that you've driven your Porsche?

DD: Homosassa is my favorite Florida place. Overall, probably Western North Carolina, all of the roads up there going through Cherahala Skyway. So many good roads.

AV: What would you like to be most remembered for both in the PCA, and in the rest of your life?

DD: As the Backroads Explorer. The rest as a nice guy. Enjoy getting by. Had a good run as an architect, been married fifty-eight years as of April 27th. Lived in this house forty-five years. If I could figure out a way to be buried under that cypress tree, [he points in his backyard] I would. But the city won't let me.

I then opened up the interview for Donovan to talk about whatever he wanted to talk about. Donovan truly loves the PCA and the people in it. It's obvious that he feels part of this community and wants it to continue to grow.

DD: Let's see if we how can get more interest in the younger folks and those who join the club. We have a lot of people in the club but don't show up. I'm trying to introduce a third type of endeavor other than auto cross and tracking. A third type of activity. I would like a sunrise-to-sunset ride. A twice a year thing. Start on the East Coast. I'd start from Daytona, come across the top, on some of those roads we already ride down to.

AV: Maybe Ormond Beach?

DD: Sure, anywhere. Come back through backroads, maybe even go through Mount Dora, beautiful downtown Nobleton, and maybe end up in St. Pete, which I think is beautiful. Go on up to Anna Maria Island. That's where you want to see the sunset. You sit at the sandbar. They have a wood deck out there, a nice restaurant and bar. But on the wood deck, you have a drink, you watch the sun go down. And there is sand out there. You got your feet in the sand.

AV: That's not just across, that's across and down. Cedar Key would be more straight across but that road to get into Cedar Key can be quite boring.

DD: That's dull.

AV: Flying into Cedar Key is fun, though!

DD: Yeah, it is... I've done that. I'm a pilot, I've done that.

AV: Me too!

DD: But more exploring is better. Pick a green month, maybe September.

How do we get more people involved in the club? A lot of guys are coming in from outside and they should be able to bring a wealth of information and experience and knowledge. The young people need to step up.

One thing I find disconcerting is even when we plan these rides, the mental mindset, both in National and local, is that once we reach the destination, the ride's over. Okay, fine... One o'clock in the afternoon... We've only done half a ride. There are plenty of great roads... Food is not the object. The ride should be the object. I don't care where we stop to eat. I want ambience, and fun, and let's go from there.

I've always been an explorer, as you know. We boated for twelve years- 1,440 hours on the engines. I covered all of Florida's east and west coast, Georgia, North and South Carolina. We slept on it. We knew every nook and cranny on the west coast.

Then we got into motorcycles. You saw the map. Yes, five Harleys, three Yamahas, and a Cushman in high school. And 400,000 miles of saddle time while I was working. I've had two Harleys that I put over 109,000 miles on the first time, 138,000 miles on the second time. I just loved it. We ran all over the country. We had guys who would go out

every Friday afternoon and play hooky. We controlled our own time and had small shops. And specifically we would look for new roads.

[He points to the water.] That's the pontoon I just had redone.

AV: You still take her out at sunset with a glass of wine?

DD: Yes, we powered down from a 40hp to a 20hp. it takes one bottle of red wine to get around the lake. For two of us, it might take more. And I have a little lake boat as well. My idea of a great river boat trip is go up south of Tallahassee there at Saint Marks. Get in the boat and go out to the mouth of the river, throw out the anchor at sunset, open a bottle of wine. The weather is great so much of the year. Florida is a great place to live. We just have so many people here, though.

I think I'd like for us to sit down with a few others and create a legacy of routes on a map, maybe in a loose-leaf binder. To be able to have it as a club scrapbook of routes that we could see and have at it.

Next time you're at a tiki bar after a drive through our beautiful state that Donovan loved, have a drink for him. And don't forget that it's not about the destination, it's about the journey. ■

The car Donovan loved in front of the home he designed.



FLORIDA
CITRUS
REGION



CITRUS
SPIEL



1975

Brian Redman, Bob garretson, and Charles Mendez won the 12 hours of Sebring in the 935 Porsche of Dick Barbour.

This year's Sebring race was hotly contested right to the last lap, but the Redman-Garretson-Mendez car finished with a fairly comfortable lead of over a minute.

The other Dick Barbour team car, also a 935, did not finish.

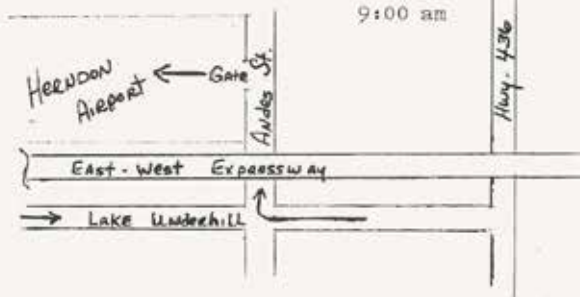
Brian Redman is an internationally famous Porsche factory long distance and Formula 5000 driver. His co-drivers were relative unknowns. Rookie driver Bob Garretson, who drove the last three hours, has raced only twice before - in an SCCA regional and in a vintage race - outside of Porsche Club Events. Charles Mendez, promoter of the 1978 Sebring Race, is an INSA regular.

For further information, contact Bruce Anderson 415/967-2858.

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THREE MONTH CALENDAR

APRIL

2 March Autocross

8-9

First of the Porsche Auto-Cross Series - Palm Beach International Raceway
15 Wino RALLYE - Ending at the Springs Club House
If you can't make the Rallye, join us at the Springs at 8:30P.M.
Starting Point: N.E. Corner Altamonte Mall Parking Lot
Time: 7:00 P.M.

23 April Autocross at Herndon
29-30

Second in the Porsche Auto-Cross Series - Hosted by FCR at Herndon

MAY

18 General Meeting at Contemporary Cars - C.P.R. Course
21 Autocross

26-28

Sonnenfest at Harder Hall Sebring, Florida

JUNE

11 Picnic at the Springs
12:00 Noon til ? - pot luck
Rain or Shine

25 Autocross

WINO RALLYE - A tradition!

Entry Fee is one bottle of wine.
7:00 Drivers Meeting N.E. Corner of the Altamonte Mall Parking Lot - First Car out 7:15 - Be on Time - Start early - Party Early!!!

1978

NORT'S THOUGHTS??



JUNE MEETING

Saturday, June 11th, marks the date for the third annual "Wino Rallye".

For those of you new to our club, this is a wine and cheese party and will be held at the clubhouse in "The Springs".

Entry fee for the rallye and the party is One Litre of wine per person.

A member of the Orlando Wine Tasting Society will be on hand to make sure that we cool the Rose' to the correct temperature, save the corks, etc.

Be sure that you don't miss Cliff Miller's attempt at another "Wino of the Year" award.

Be double sure to remember this event, as the Citrus Spiel may not reach you by this date as it is too close to the deadline to make print. This party will double as the June meeting. Circle June 11, 1977 on your calendar and don't miss one of the most fun evenings that we have during the year.

Nort



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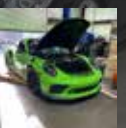
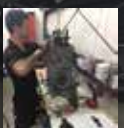
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"This is the day the Lord has made; let us rejoice and be glad in it"
Psalm 118:24



911 TURBO NIGHT

AT FORWARD/SLASH

On July 17th, we featured the 911 Turbo. First place was George Sautter and his 2019 911 Turbo S. Second place was Anton Carrion and his 2007 911 Turbo. Third place was Kory Gellilger and his 2009 911 Turbo.



George Sautter



Anton Carrion



Kory Gellilger






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CAYMAN NIGHT

AT FORWARD/SLASH

On August 21st, we featured the Boxster. First place was Les Torres and his 2018 718 Cayman. Second place was Francis Lugo and his 2014 Cayman. Third place was Steve Williamson and his 2010 Cayman S.



Les Torres



Steve Williamson
(far left)



Francis Lugo



BOXSTER NIGHT

AT FORWARD/SLASH

On September 18th, we featured the Boxster. First Place was Mark Gelinas and his silver 2004 Boxster S 550 Anniversary model. Second Place was Anastasia and Carlos Baker and their black 2013 Boxster base. Third Place was Ricardo Salazar and his silver 2002 Boxster S. Thank you to Forward/Slash for hosting our Porsche Nights and to our sponsors Craig and Jessica Ross at DFSpolish.com!



Mark Gelinas



Ricardo Salazar



Anastasia and Carlos Baker





PORSCHEs & POLO

WE HAD A FUN DRIVE on Saturday, July 29th from Orlando to the Ocala Horse Park, with a pizza dinner on the sidelines of an Ocala Polo Club match. There were thirty-two Porsches at the drive.

For the Players Choice awards at the Polo match, three cars were selected. First place: Karyn Rinaldi and her brand new Cayman GTS 4.0. Second place: Kellie and Rachel Czarny and their Ruby Spyder. Third place: Veronica Deguenther and her yellow 1999 911.



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NEW MEMBERSHIP

Florida Citrus region would like to give a warm welcome to our newest club members! We look forward to seeing you at our meetings and many events in the second half of the year!

July

Kimberly Grant
Robert Fosnaugh
Michael Miller
Ajlal Ahmed
Hector Nieves
Nicole Filip
Luis Garcia
Raymond Toot
Joao Faria
Ralph Vieux
Michael Knapp
Alvin Singh
Miguel Montalvo
Katherine Montalvo
Donna Evans
David Evans
Craig Whitaker

Alexandra Remaklus
Chris Ralph
Gustavo Velozo
Cheralyn Clinton
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August

Sunil Rawal
John Beattie
Kara Janowski
Kelly Allred
Javier Rosario
Irfan Habib
Deborah Goodman
Molly Kirk
Michael Albanese
Lynn Sheffield
Carl Helman
David Parrish

Navid Saint Hilaire
Joseph Davis
Brian Hughes
Rich Palmano
Lawrence Miceli
Bill Masters
Pat Fisher
Tony Sutherland
Krisha Karen Sutherland
Klaus Negele
John Behrle
Marta Rosario
Ben Cavaliere
Jon Rawlson
Daniel Pate
September
Joann McLeod
Gareth Ripley

Grace Harry
Axel Anderson
Sharon Anderson
Anderson Gracias
Soyer Kaya
Steven Brinkman
Dawn Brinkman
Gil Barthelemy
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09/29/2023

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Friday at the Rennsport Reunion 7: The 911 GT3 R rennsport makes its global public debut

Monterey, California. The second day of the seventh running of the Rennsport Reunion was celebrated in style as one of the most extreme 911s ever created – the new 911 GT3 R rennsport – made its global public debut.

Revealed to the media last night, the 911 GT3 R rennsport develops 611 hp and revs to a peak of 9,400 rpm. Equipped with race bodywork and just one seat, the car was developed by enthusiasts for enthusiasts and focuses entirely on uncompromised track use. Just 77 cars will be built. Fittingly, the 911 GT3 R rennsport made its public debut on track – its mighty exhaust note reverberating around the WeatherTech Raceway Laguna Seca with Jörg Bergmeister behind the wheel.

“It was awesome to stretch the legs of the new 911 GT3 R rennsport today – the car felt completely at home here,” said Jörg Bergmeister after the car’s debut. “Even on exploratory laps, not really pushing too hard, the power, the grip, the braking performance and aero are just incredible. Most of all, that sound! Even in the car it sounds like a real beast – it really makes you feel alive!”



Tonight, competing with the volume of the 911 GT3 R rennsport, will be the open air viewing of the new Transformers: Rise of the Beasts movie in the central area of Rennsport, called the Park in the Paddock. The family event will be complimented by props from the movie – with Mirage, the 911 created for the latest instalment of the franchise, present, along with model Autobots standing tall above the audience. ■

55 YEARS OF BY JOHN REKER PORSCHE



Part I of a narrative detailing my wide-ranging involvement with and pursuit of happiness through Porsche motorcars. All the activities I describe involve the full participation of my wife, Jan. My hope is that this will encourage our readers' further immersion in Porsche activities.

THE START

It's all my brother Fred's fault. We were Navy Officers stationed in San Diego. He was a Submarine Officer. I was a Destroyer Officer. He had a 1955 Speedster. I had a 1958 Volkswagen that I had equipped with dual carburetors and an Italian airhorn. We were serving in the Pacific, mostly

around the South China Sea, early Vietnam. When Fred was underwater and I was ashore, I naturally agreed to keep his Speedster exercised. And that was my introduction to Porsches. Added to the attraction was the fact that Southern California was the U.S. hot bed of Porsches.

After I finished my active duty I got married and started work in Pittsburgh. Then in 1969 we moved to suburban Philadelphia where we had a house and garage. Shortly thereafter I bought my first Porsche, a 1964 356C Coupe. I drove it to work daily and we did pleasure drives on the weekends. A year later, in 1970, our first child, Julie, was born. Although we also had a station wagon, guess which car she

came home in. (It was the Porsche.) It was later revealed that the ride home seems to have instilled a Porsche passion in her. Three years later, our second child, Joanne, did the same ride home and also absorbed a Porsche chromosome.

Not to be tied down by starting our family, shortly after Julie was born we went on a New England driving vacation - in the 356. The challenge: how to secure Julie. We decided to put her in her portable car bed and place it on top of the fold down seat backs in the back of the car. How did we secure it? Bungee cords! Yikes! It really worked out great because she could hear the purr of the rear engine and slept well.



THIS PHOTO: A 935 ON THE BANK JUST BEFORE WINNING AT 24 HOURS

LEFT: JOHN'S FIRST PORSCHE- A 1964 356C

BELOW: JOHN'S GIRLS WITH HIS 2ND 912 IN FRONT OF THE FAMILY'S NEW FLORIDA HOUSE

In 1975 I decided to provide more Porsche room for the kids by buying a used 912. Two years later I joined the local Riesentoter Region of PCA where I became Membership Chair and VP. We did a few rally events, I did a few autocrosses, but otherwise just drove the 912 to work every day.

EARLY FLORIDA CITRUS REGION

In 1981 we moved to Winter Park as part of a corporate move. I was excited, as Central and South Florida had the reputation of being motorsports meccas. By that time I had sold my earlier 912 and bought another used 912. Shortly after we moved in, the then FLC President, Mike Canine, and his wife bicycled over and welcomed us. Mike and I teamed up on several special activities subsequently. The first was the Rolex 24 Hours at Daytona in 1983. Mike had a connection with Bayside Racing out of Seattle through his friendship with the famous Hurley Haywood. Hurley drove for Bayside's fire breathing



935 Twin Turbo. The team needed a communications crew to keep the drivers informed on their lap speeds, lap count and other key information. This was back in the day when sign boards held up by the side of the track were used to communicate. We huddled in a shelter next to the track just after the cars would turn into the infield and held out our sign just before the 935 blasted by. Even with earplugs, this was not recommended for hearing health. We did it in shifts for 24 hours. In between shifts we could be in the hot pits watching the mechanical and fueling crews up close. We could also go almost

anywhere with our credentials. I chose to spend some time taking action photos. The particular picture shown above is of the winning car (935) on the bank in the rain. A lucky hand-held shot with a Nikon 200mm.

Another privilege was access to the team hospitality trailer. The team had "imported" a chef from Savannah who would cook up whatever you wanted. Over my several visits there I was privileged to share some time with Al Holbert and Al Unser, Jr., two legendary drivers. I did this communications stint several years, one year being up almost continuously for 32 hours.



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**THIS PHOTO: JOHN
AND JAN TODAY**

**LEFT: 1998 FLC
CHARITY CALENDAR**

THE 90's

Back to FLC. After a few years I volunteered to be Membership Chair, so we got to know a lot of members. The Club was small then, and in fact we had the Christmas Party at our house one year. By the time we got to the 1990's, the Region needed a Newsletter Editor. Jan had done some journalism in college and answered the call. It was a monthly publication so she kept VERY busy. This was back when she composed the pages by literally cutting and pasting. Then took the mocked up pages to a copy shop. How she kept this up for five years (1995-99) is really impressive. During the time she was Editor, I was President for a year in 1998, and monthly she would badger me for the President's Message.

PCA in general encourages Regions to support local charities. My friend Mike Canine, who worked for the Sentinel newspaper, came up with the idea to create a calendar featuring photos of member cars, then team up with a charity to promote and sell them with net proceeds going to the charity. He picked Big Brothers/Big Sisters of Central Florida. Mike did the overall layout and promotion plan. A professional photographer member friend of Mike's, Paul Gerding, did the photos, and I helped procure member

cars and do administrative tasks. Pictured below is the cover of the calendar with a full page car picture featured each month. The project netted an impressive \$8,150 for the charity. As today, PCA National has an annual Public Service contest with awards at the week-long Porsche Parade. We submitted our project and won third place, receiving in-person a \$500 award that we donated to Big Brothers/Big Sisters. We were very proud.

On an ongoing basis, FLC has been a supporter of the Russell Home

for Atypical Children with an annual rally. It started in the late 1990's as a collaboration of the Mercedes, Jaguar and Porsche Clubs, who rotated conducting the rally. The club with the most cars participating won a trophy, but the real winner was the Russell Home, who received all the entry fee proceeds plus more. Jan loved to create driving tours/rallies, with questions along the way and was Rally Master two times. FLC has continued the annual rally after the two other clubs dropped out.

To be continued! ■



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