



# ZEITUNG

## PCA-SEQUOIA REGION



### THE PREZ SAYS...

*by John Lillian*



Well we had another great dinner at Jon's Bear Club. We had a huge turn-out for this annual August dinner. Jon surprised us with a birthday cake for Tony Maslowski. Happy birthday Tony!

In September we are having our 3rd Annual Equinox Picnic Run to Courtright Reservoir for a potluck. Mark your calendars for September 21st. On October 4th we have the Oktoberfest at the Lockton's home; this is another 50th Anniversary event. This event is going to be one of the better events of the year; this is on a Saturday evening and we have an auto-cross planned for Sunday October 5th. So, this should be one heck of a weekend. Mark your calendars. Also in October - the American Le Mans Monterey Sports Car Championship races are held at Laguna Seca, Monterey on the 17th & 18th.

As you can see, the next couple of months are loaded with Porsche Club activities. The dinner meeting on September 9th is at the Vintage Press in Visalia. Be sure and get your reservations to Chris Richard 645-0501 before September 5th. And as always bring raffle prizes.....

Remember Keep the Flash Alive.....

See you there...

John



September 2008

### In This Issue

**Page 2**

Porsche Past  
New Website Link

**Page 3**

Upcoming Events  
Equinox Picnic Run

**Page 4**

PCA Region Focus Online  
Name Badge Info  
Contact Info  
Porsche Podcast Link  
Porsche Pantry  
Classifieds

**Page 5**

08 PCA-Sequoia Scholarship  
SVR Region Auto Cross

**Page 6**

Oktoberfest

**Page 7**

Coyote Run VIII  
Monterey Porscheplatz

**Page 8 & 9**

Porsche #1 at Pebble Beach

**Page 10 & 11**

Porsche in the News

For Zeitung Subscription Information, email: [Zeitung@pacbell.net](mailto:Zeitung@pacbell.net)



# PORSCHE PAST...

by Glenn Pierce



"1983 our 25th Anniversary"

Wow!! Time flies when you're having fun!  
Pres. Dutch Green  
V.P. Ron Honda  
Sec. Kathy Benov  
Treas. Mike Wickstrom

Editors Note: "They retread tires, don't they? So, why not newsletter editors?" That's what Clint Cummin's said the 2nd time around.

Dinner for Feb. 1989 at "Royal Peking" for \$11.00 per person.

Gene Gilpin is the New Zone 7 Representative, That-a-boy Gene! According to Mike Wickstrom the Club has money, not much but not broke. Dave Goerlich is getting the Historic Tour to Monterey ready and Ron Honda said, "Give Dave a hundred and go for it." Membership is at 140. Milt Minter's full page ad is now a business card size. Also - ad 914 specialties: new and used parts, racing parts, Scott Brinker Proprietor.

Here's one for you: The March dinner meeting will be at "The Wet Noodle" at \$14.00 each in Visalia; reminds me of something else! Also Jack Back authorized Mike Wickstrom to maintain \$1000.00 in the savings account. That a boy Jack.

Also on April 19th, 1983 will be our 25th anniversary celebration at Fort Washington at \$19.00 each.

Get ready for Crab 12 in April 1983; \$70.00 a couple for everything, WOW!

Flea market ads: 1970 914-6 nice car 14" alloys, guards red, no rust, no dents, \$8,900.00 or best offer. Call Gene Gilpin. Also Gene is moving out of his camper shell, has lites, LPG \$2,220.00.

Clint Cummins has 17 black walnut tree stumps for sale \$25 to \$50 each, but I want to keep 2!

More ads a full page spread: "You Be The Judge" for Solley Unlimited; has anybody seen Gary lately?

Also, Sports Car Fantasy is coming up. This was a joint effort of Porsche Club and Corvette Club. It was held at Duncan Ceramics. We had Porsches, 'Vettes, and Exotics. Great time, good cars too.

Dinner out for Memorial Day will be at The Coombs Ranch, bring stuff, door prizes, BYOB, fun concours and the Bug Spray.

The anniversary dinner party had 145 members and guests, Wow! let's top that for our 50th. They had 13 past Presidents etc. Also Gene still has camper shell for sale, will Cheryl let you back when it's sold?

The June dinner will be at Stanley's Armenian Cuisine at \$13.00 per person \$26.00 per couple. Also the "Grape Escape" wine tour hosted by Roger Bailey was a success with 17 Porsches, it also rained. Roger Bailey started the wine tours along with Deanna, you'll note that our event of the year silver bowl is named in his Honor. Ask an old member for the story. Also in Aug. 1983 Zeitung we lost Earl Hazelton, one of our club founders - 1896 - 1983. He drove his 914 over 200 thousand miles!

Looks like Gene sold his camper! September issue cover shows Gene's 914 with License plate "PCAzon7" Wow! Gene has had a few Porsches.

October dinner meeting at "El Torito" at \$8.50 each, for Mexican food it says "why". Because, if you are not there all your friends will wonder why and suspect the worst!

On the road again - a tour to Hearst Castle. A one day affair is coming up. Also we had 30 Porsches at Fashion Fair indoor Car Show - 356's, 911's, 944's, 930's, and John Lichti and Larry Chmura's 356 Coupe with a 911 engine out back.

The November 1983 cover photo is Dave Goerlich's 1975 911 Carrera winning 1st place at the Hearst Castle March of Dimes Concours, that - a - boy Dave!

Marilyn and Cheryl are planning the Christmas Party at Fort Washington at \$20.00 each. Hour of Charm at 6:30, Awards 7:30, dinner at 8:00. Fight the fog on the way home, remember that.

Pen's out of ink!  
Next time,  
Glenn



For up-to-the-minute information, Check out our website: [PCA Sequoia Website](#)



# Upcoming Sequoia Region Events



## September

- Mon 9/8**     **Board Meeting** - Cherrington's home.
- Tues 9/9**     **Dinner Meeting** - Vintage Press Restaurant, 216 N. Willis (Main & Willis), Visalia. \$35.00 (Tax & gratuity included) Reservations by 9/5 to Christine 645-0501 or [richardcmr@hotmail.com](mailto:richardcmr@hotmail.com)
- Sun 9/21**     **3rd Annual Equinox Picnic Run** to Courtright Reservoir: Potluck. Depart from Starbucks @ Temperance Ave & Highway 168, 8:45 a.m.  
Info: David 559-960-1129 or [doclcsw@yahoo.com](mailto:doclcsw@yahoo.com)

## October

- Sat 10/4**     **Oktoberfest** – Lockton's Home – [see advertisement for details](#)
- Mon 10/6**     **Board Meeting** – Molineaux's Home  
Note: *No Tuesday night dinner meeting in October*

**Dinner Meeting Reminder: Those who cancel their reservation after the deadline or fail to show up for the dinner will be billed for their meals.**

**Sequoia Region Calendar of events:** <http://sga.pca.org/events.htm>  
**Zone 7 Calendar:** <http://zone7.pca.org/index.php?page=calendar>

## Annual Equinox Picnic Run to Courtright Reservoir



This fall will be the third annual Equinox Picnic Run to Courtright Reservoir. This route takes you through McKinley Grove's giant redwoods and ends at the picnic area alongside the crystal clear water at 8000 feet elevation in the High Sierras. With its views of large granite domes, this is a pleasure to be shared. Join us on this September 21<sup>st</sup> for a twisty drive on smooth surfaces, and bring your favorite finger foods to share with your Porsche Friends.



Equinox Picnic Run will depart from Starbucks at Temperance Ave & Highway 168, 8:45 a.m.

## PCA Region Focus Online (Monthly newsletter at the PCA website)

The current and past issues of PCA's "Region Focus" can be downloaded here:

[https://www.pca.org/members/region\\_focus.html](https://www.pca.org/members/region_focus.html)

### Thank you for wearing your name tag!

It makes it so much easier for getting acquainted.  
Have you lost yours? Or just don't have one yet?  
Call Tom Amos, 222-9285 or  
[tamos@towerusa.com](mailto:tamos@towerusa.com)  
And you will have one for just \$8.  
They will be delivered at an upcoming dinner meeting.

### Contact Information

Board of Directors ..... [List online](#)  
Newsletter: David Crabtree ..... [zeitung@pacbell.net](mailto:zeitung@pacbell.net)  
Zone 7 Rep: Larry Sharp ..... [larrysharp@comcast.net](mailto:larrysharp@comcast.net)  
Email [zeitung@pacbell.net](mailto:zeitung@pacbell.net) for e-newsletter subscription requests.

Check out the new PCA Pod Casts!: <http://sqa.pca.org/podcast.htm>



## The Porsche Pantry

*By Marilyn Pierce*



For all dinner meetings, bring raffle prizes. As you are shopping, we are asking for the following items for our charity, Evangel Home. If you will watch, the list will change monthly, to answer their needs.

LARGE SIZE CANS OF CHICKEN AND BEEF BOUILLON; FRUIT COCKTAIL;  
CRUSHED AND CUBED PINEAPPLE; TUNA IN WATER. PAPER PLATES, NAPKINS; PAPER  
TOWELS AND TRASH BAGS ARE ALWAYS NEEDED.

Thanks,  
Shari

## Classifieds

**2004 Boxster**, low miles, tiptronic, loaded, speed yellow with black, \$29,000. Jack:  
[margieback@aol.com](mailto:margieback@aol.com) or 559-285-9832

**2006 997S Coupe** Black/Black, 3826 Miles, One owner, All factory options, Must see  
Call Glenn Pierce (559) 281-6442

Wanted to Buy or Borrow: SFI or FIA approved fire retardant driving suit rated 3.2/A5 or  
higher that will fit 5'11" 165 lb person – (med or large). David Crabtree, 960-1129 or  
[doclcsw@yahoo.com](mailto:doclcsw@yahoo.com)



## 2008 PCA-Sequoia Scholarship Recipient



Cameron Booth is married with one child and another on the way. He drives a '76 VW with a Porsche engine. Cameron and his wife were joined at the awards dinner by members Kevin & Debilyn Molineaux.



### *SVR Region Autocross* Saturday, September 27, 2008

San Joaquin County Fairgrounds • Stockton, CA

Morning check-in and tech from 7:30 A.M. to 8:30 A.M.

Late check-in and tech from 11:30 A.M. to 12:30 P.M.

First car out at 9:00 A.M. • No open exhaust

Fee: \$35.00 per driver

Questions? Contact Matt Deter at [porsche@deter.com](mailto:porsche@deter.com) or 916.630.8924.

Directions: From I-5 or Hwy. 99: Take Highway 4 (Cross-town Freeway) toward Downtown Stockton. Take the Wilson Way exit and turn South onto Wilson Way. Turn left at Charter Way and then right through the gate into the fairgrounds. Follow the access road, bear left at the Y-intersection, continue straight, and turn right to enter the parking lot.

# Achtung!

Sequoia Region

PORSCHE CLUB OF AMERICA

## Oktoberfest

*When: Saturday, October 4, 2008 – 4pm - 8pm??*

*Where: Barry and Annelie Locton's home  
5264 Horseshoe Bend  
Clovis, Ca 93611*

*What: Authentic German Dinner—Music—Beer  
\*\*Bring your favorite mug or stein\*\*  
Porsches displayed on lawn  
German Auction—wrapped "White Elephant" items  
\*\*one item per person\*\**

*Price: \$20 per person!!*

*Reservations: RSVP check by Monday, September 22, 2008  
Marilyn Pierce  
551 E. Menlo  
Fresno, CA 93710*



Golden Gate Region Presents  
*Coyote Run VIII*

*Saturday, October 4, 2008*

*Sponsored by Carlsen Porsche*  
3636 Haven Avenue • Redwood City, CA 94063  
Telephone (650) 701-9200



Open to all cars, not just Porsches. • Cost is \$20.00 per car.

Entry fees donated to charity.

Registration opens at 8:30 A.M. • Driver/Navigator meeting at 9:30 A.M.

First-Timer meeting at 9:45 A.M. • First car out at 10:01 A.M.

The Rally is specially designed for first timers and beginners.

This is a Time/Speed/Distance (TSD) rally. Beginners and First-Timers will be given mileage or street names at most turning points. Rally classes include Beginner, Novice, Expert Unequipped, and Expert Equipped. Classes will be based on experience and equipment. The most experienced occupant in the car will determine the class. The rally covers about 100 miles and will take approximately four hours to complete.

Directions: Registration and start are at Carlsen Porsche in Redwood City.  
From US 101, take the Marsh Road exit East and turn left at the signal onto Haven Avenue.

For information, contact Larry Adams at (650) 345-2232 or e-mail OldCarNut@aol.com



**Visit the Porscheplatz (Porsche Owners Corral) and PCA Membership Station!**

**Oct. 17-18, 2008**

**Monterey Sports Car Championships**



Join us for this exclusive PCA member opportunity! Display your Porsche in the Porscheplatz corral, watch Porsche's LMP2 RS Spyder in action and take part in the following Special Events:

- Scheduled Appearances by Porsche Race Drivers
- Supervised Parade Laps of the Track
- "Hot Pit" Escorted Tour Raffle
- "Long Distance Award"

For race and Porscheplatz tickets visit [www.lagunaseca.com](http://www.lagunaseca.com) or 800-327-7322

For information please contact: Larry Sharp, Zone 7 Rep, [larrysharp@comcast.net](mailto:larrysharp@comcast.net), 925-371-2258



For the latest schedule information please visit the IMSA website at [www.imsaracing.net](http://www.imsaracing.net).

Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.

Porscheplatz is hosted by Porsche AG and Porsche Cars NA with the cooperation of IMSA and ALMS.



Porscheplatz tickets are available at [www.lagunaseca.com](http://www.lagunaseca.com) or 800-327-7322. Additional information can be obtained by contacting Zone 7 Rep Larry Sharp, 925-371-2258 or [larrysharp@comcast.net](mailto:larrysharp@comcast.net) and the IMSA website, [www.imsaracing.net](http://www.imsaracing.net). The IMSA site provides the latest event schedule. For additional information on the American Le Mans Series, its history, use of alternative fuels, and other innovations go to [www.americanlemans.com](http://www.americanlemans.com).



## Pebble Beach Concours d'Elegance to Display The First Porsche Sports Car



**Porsche celebrates 60 years by showing the mid-engine 'Porsche No. 1' sports car that Dr. Ferry Porsche built when he could not find the car of his dreams**

Atlanta, August 5, 2008 – Porsche No. 1, the one-of-a-kind, two-seat sports car Dr. Ferdinand 'Ferry' Porsche developed and built after he searched and was unable to find the car of his dreams, makes its North American Concours d'Elegance debut when it joins other notable and historic vehicles August 14th at California's famed Pebble Beach Concours d'Elegance.

This occasion is a happy one as Porsche No. 1's first North American trip, to Porsche's 50th Anniversary celebration at the Monterey Historics in 1998, was thwarted when it was damaged in Chi-



cago on its way to California. This trip also is special as it helps commemorate Porsche's 60th anniversary. Before arriving at the Pebble Beach Golf Links®, Porsche No. 1 had a starring role in Porsche Cars North America's 60th Anniversary celebration at its Atlanta corporate headquarters.

Affectionately called Porsche No. 1 by the Porsche family and thousands of the brand's loyal followers worldwide, this legendary sports car and the lynchpin of Porsche's design philosophy began life in June 1947 as engineering project Type 356 in the Porsche design office in Gmünd, Austria. Officially known as Type 356-001, Ferry Porsche's design concept took shape through the leadership of Karl Rabe, Porsche's talented chief designer who worked alongside Ferry's father to develop the original Volkswagen (VW).

In post-war Germany and Europe where resources were few yet the desire to rebuild was strong, the Porsche team diligently started building the innovative sports car. Starting with a hand-built tubular steel frame, engineers fitted already existing VW components including the suspension, headlights, clutch, gearbox, cable-operated brakes, worm-gear steering, and various small parts. VW parts were a natural choice due to the early VW-Porsche relationship and because of VW's key role in the post-war rebuilding effort after British military officers brought VW's Wolfsburg factory back online in 1945 to fulfill car demand and to stimulate the nation's economy.

The basic Volkswagen air-cooled, 1.31-liter flat-four engine put out just 25 horsepower at 3,300 rpm, so the skilled Porsche team enlarged the bore from 70 to 75 mm, increased compression from 5.8:1 to 7.0:1, and added slightly larger inlet valves and ports and twin carburetors, boosting output to between 35 and 40 horsepower.

The engine and transaxle were fitted into the frame in such a way that the engine ended up positioned in front of the rear axles with the transaxle trailing behind, making this a true mid-engine design. Mated to a four-speed gearbox, the drivetrain proved to be both lightweight and reliable.

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## Pebble Beach Concours d'Elegance to Display The First Porsche Sports Car



(Continued from Previous Page)

Erwin Komenda, who along with Ferry Porsche and Karl Rabe formed the foundation of the fledgling car company, penned an aerodynamic and easy-to-build open roadster design. Friedrich Weber from Gmünd, one of just three of the company's body artisans, formed each of the car's aluminum body panels by hand, beating the then rare sheet metal and massaging it into shape over the wooden body buck Komenda had designed. The result was as shapely and beautiful as it was functional, with minimal protrusions to upset the aerodynamics or its visually graceful lines. As with every Porsche since, form followed function on Porsche No. 1. The interior featured a bench seat to accommodate a third passenger if needed, a simple dash with only a tachometer (a speedometer was



added later), a locking glove box, and map pockets on the leather door panels. An ample luggage compartment and the fuel tank were placed under the front hood, and the mid-engine layout provided space for a spare wheel and tire and battery behind the engine and above the transaxle. Finally, a frameless and low twin-panel front windscreen provided wind protection while accenting the sports car's gentile lines.

The unique roadster weighed merely 1,290 pounds, and thanks to the modified engine it could reach a top speed of between 84 and 87 mph. In May 1948, Ferry Porsche himself set off on the first long road test, driving from Gmünd to Zell am See, Austria. During the rigorous test drive over some of Europe's most spectacular climbs, the rear torsion bar suspension failed but was repaired en route. Through this car's entire test period, this proved to be the only mechanical failure.

Journalists tested the car on July 4, 1948, and Robert Braunschweig, editor of Switzerland's highly respected *Automobil Revue*, concluded, "This is how we imagine modern road motoring to be, where the advantages of modern springing and the resultant driving comfort are combined with the adhesion of an equally modern, low and handy sports car." On July 11, with Herbert Kaes at the wheel, Porsche No. 1 won its class in the Rund um den Hofgarten local race in Innsbruck, Austria. Just as today, testing and competition proved to be solid underpinnings for the company's commercial and motorsports success.

Soon after, Porsche ramped up production of the 356 sports car at the company's tiny factory in Gmünd, abandoning the complex steel tube frame in favor of a stamped floor pan. The engine also was repositioned behind the axles to provide more interior space and room for a rear seat. Not too much later Porsche moved its production operations in 1950 to its current home in Stuttgart-Zuffenhausen.

After passing through the hands of several owners, Porsche No. 1 was reacquired by Porsche AG and became a centerpiece in the Porsche museum. As Porsche nears completion of its new museum alongside the Porsche factory in Stuttgart-Zuffenhausen, Porsche No. 1 will be prominently displayed in a way befitting the historic car that shaped all future Porsche vehicles.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and, Porsche Cars Canada, Ltd. (PCC) in Mississauga, Ontario, are the two separate importers of Porsche sports cars and Cayenne® sport utility vehicles for the United States and Canada respectively. They are each wholly owned, indirect subsidiaries of Dr. Ing. h.c. F. Porsche AG. These two subsidiaries combined, PCNA and PCC employ approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 200 U.S. and 12 Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



## Porsche in the News



### **Bernhard/Dumas Porsche Claw Back From Fifth with 30 Minutes Remaining to Finish Second in LMP2 and Maintain a 24-Point Lead with Four Races Remaining**

--Dirk Werner/Bryce Miller/Richard Westbrook combine to give Farnbacher Loles Racing its first American Le Mans Series GT2 win with their Porsche 911 GT3 RSR--

ELKHART LAKE, Wisconsin – August 9 – Timo Bernhard (Germany) and Romain Dumas (France), driving the #7 Penske Racing Porsche RS Spyder, maintained their LMP2 drivers points lead by climbing up to second place on the last part of the Generac 500 at Road America Saturday.



**Farnbacher Loles Racing Porsche 911 GT3 RSR wins GT2 at Road America.**

Bernhard/Dumas, who won the LMP2 championship a year ago with podium finishes in all 12 races, have now extended that streak to 27 straight races dating back to Mid-Ohio 2006. and given Porsche a 13-point lead over Acura. The Brabham/Sharp Acura won the LMP2 class, but the Porsche RS Spyders finished second third and fourth. Butch Leitzinger (USA) and Marino Franchitti (Scotland), driving the #20 Dyson Racing Porsche RS Spyder, finished third in class, with the #6 Penske Racing Porsche RS Spyder of Patrick Long (USA) and Sascha Maassen (Germany) finishing fourth.

“Because of the good points situation, the results today were okay, but after all the hard work the team put into this weekend, we have to be a bit disappointed. We had a pit strategy that would have put us in a position to win, but all the late yellow flags gave the others a chance to catch up. Still, we achieved our overall strategy – progress towards another championship,” said Bernhard.

“Our drivers did a great job. They were smart when they needed to be smart; fast when they needed to be fast; and sacrificed personal glory for the team results when that was called for. We stayed a good distance ahead of Acura in the championship, and it was great racing for the fans,” said Penske Racing team manager Jeff Swartwout.

Rob Dyson, owner of Dyson Racing, was pleased with the team’s podium finish, as well as the sixth place in LMP2 for the second RS Spyder driven by Chris Dyson (USA) and Guy Smith (England).

“We feel we are in the final stages of understanding this great piece of engineering that Porsche has provided us, and the hard work of our drivers and crew has paid off. We are thrilled with the technical support we receive from Porsche, and look forward to finishing the season with some more strong finishes,” said the elder Dyson , who recently celebrated his 25th anniversary in professional racing.

**(Continued Next Page)**



# Porsche in the News



(Continued from Previous Page)

In GT2, Dirk Werner (Germany)/Bryce Miller (USA)/Richard Westbrook (England) overcame an early penalty for speeding in the pit lane with to score a class win in their Farnbacher Loles Racing Porsche 911 GT3 RSR. Werner, who drove the last stint, was behind the #62 Melo/Salo Ferrari on the last lap when Dirk slipped by the Ferrari for the win – easily the most exciting moment in the race.

"After the last caution, the tires were right there. I thought, 'Okay on the last lap, you have to try something.' I got a little bit lucky because Mika tried to overtake his teammate, and he [the teammate] couldn't see him, so he brake-checked him and I could dive to the inside. The next three corners were really amazing because Mika was right on my bumper. I think he just wanted to try everything. When he saw an advantage in turn five, he braked even later than I did and he couldn't make it and spun out," said Werner, who scored his first ALMS win.

Bryce Miller, who co-drove a Farnbacher Loles Porsche GT3 Cup with Werner last year and helped Dirk win the Grand-Am GT championship, was only in his second ALMS race, and was thrilled to contribute to the win.

"The Marquis Jet car ran super today, and Farnbacher Loles did a great job to set it up. It was my second race in the RSR, so I haven't paid my dues so much for a result like this. But these two guys have been knocking on the door and it's good to be here and share it with them. They're both world-class drivers and they deserve it and I'm just glad to be a part of it. The last couple of laps were just amazing driving by Dirk," said Miller.

The third Farnbacher Loles driver, 2007 Porsche Supercup champion Richard Westbrook, running his first race with the team, had an interesting debut.

"I had a lot of issues! I got in the car and the pit-speed limiter wasn't working, so as soon as I left the pits, I got the call from the pit lane saying that I had a penalty. So I had to come in and serve the penalty. Then the guys on the pit wall made a great decision – because I was last in the queue, they said to come in for fuel – so two pit stops on my very first lap. But then I had a really, really good stint. The car was just so good. I think that was the key to our result today – we had a car that was really, really stable," said Westbrook, who is a first-year Porsche factory driver.

Second in the GT2 class were Joerg Bergmeister and Wolf Henzler (both Germany), who drive the #45 GT2 Flying Lizard Motorsports Porsche 911 GT3 RSR and currently lead the GT2 championship by seven points. Ferraris finished third and fifth, while the Patrick Pilet (France) and Johannes van Overbeek (USA) Flying Lizard Porsche was fourth. The Flying Lizard Porsche of Seth Neiman and Darren Law (both USA) was seventh, while the VICI Racing Porsche of Nicky Pastorelli/Francesco Pastorelli (both the Netherlands/Marc Basseng (Germany) was eighth

