



The Jaguar's Purr

MARCH 2001

The Jaguar's Purr

is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
a chartered, non-profit corporation
founded in 1965 and incorporated in 1968

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E TYPE 40th/JAG REVS UP TO BE TOP

THE YOUNG ONE - X TYPE

EDITOR'S RAMBLINGS

NOTICE OF GREAT RACE-RALLY MILLVILLE

OLDEST JAG IN EXISTENCE

AL's PRIDE & JOY

AN SS1 1930's TOURER

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XJ 220 TO USA



CALENDAR OF EVENTS

March

- 18 MG Club British Car Flea Market. Norristown PA
- 25 D.V.J.C. Champagne Brunch. Corinthian Yacht Club
- 31 Tech Session at Cloverleaf Auto with Vintage Sports Car Club
Also Parts swap.RSVP Patty 610 364-3800 Start 12.30-5.0pm.\$15

April

- 19-22 Spring Carlisle Show. Carlisle Fairgrounds www.carsatcarlisle.com
- 21 Vintage Sports Car Club day. Pocono Raceway
- 21 CCCA Grand Classics. King of Prussia 610 337-1200
- 27-29 Englishtown Swap Meet/Show. Old Bridge (Raceway) NJ

May

- 4-5-6 Great Race -Cloverleaf Rally. Millville N.J
- 20 H.C.C.P. Spring Car Show Linville Orchards
- 20-25 New England 1000 Lake Placid NY www.vintagerallies.com
- 26 Delaware Triumph Club Hope Lodge Fort Washington
All British Cars

June

2 D.V.J.C. Concours Brandywine

- 17 Great Race starts Atlanta GA
- July Jaguar Clubs of North America AGM
- 24 JCNA AGM Nashville. Jack Daniels Tour
- 25 JCNA AGM Rally Nashville
- 26 JCNA AGM Delegates Meeting
- 27 JCNA AGM Tour Grand Old Opra
- 28 JCNA AGM Concours and Banquet

August

- 11 - 12 New Hope Auto Show

September

- 9 Franklin Mint Annual Car Show
- 15 Buckingham Township Concours Dinner
- 16 Buckingham Township Concours
- 16 Radnor Concours

October

- 5 - 7 20th Annual Fall British Car Festival, Waynesboro, Virginia
In the beautiful & historic Shenandoah Valley 540 943-1236
- 14 Covered Bridge Tour
- 21 Delaware County Community College Car Show

November

Tech session.....to be advised

December

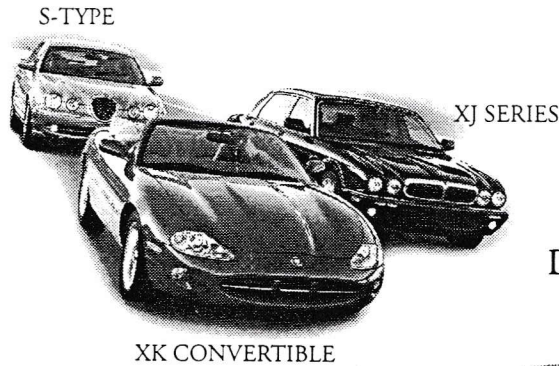
- 2 Annual Holiday Party

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XK CONVERTIBLE



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E TYPE



The Prez Sez

Well, here it is, the year 2001. Our club has survived 36 years, thanks to those forward thinking individuals who founded our club and all those who preceded our current slate of officers.

I must comment on DVJC member Fred Mack's Christmas card which I have installed "under the glass" of my office desk. Fred has his original XK120 Roadster, now referred to as O.T.S (open two seater) printed on the large card with him sitting in the driver's seat. Pat and I were engaged at Cypress Gardens in 1961 in our XK120CP which we kept 18 years and, when we let it go, only had 35K miles on it. We also had it painted "Old English White" the same color as Fred Mack's XK120. Fred has had his 120 since new and recently had it restored to great condition. Fred and I are also members of the HCCP which is the "Historical Car Club of Pennsylvania" You will see the HCCP events listed in our Calendar of Events for 2001. Pat and I have many fond memories of our 120, like the night I was going to work at midnight in the Hilly Ridge section of central Florida. Pat needed the car to drive to work in the morning so she was with me. I was doing about 85mph when someone coming the other way turned left in front of us on a two-lane country road. I locked up the brakes and skidded and steered right round the offending car. Next day, after working 12 hours, I measured 85 feet of good Dunlop rubber on the road surface. That car was very fast and came with the "M" exhaust which always made my blood run cold....I love that sound! If I ever get my current Jag project done, I'd like it to sound just like that 120 M. Everybody can dream, can't they?

Pat and I have just traveled to and arrived in Daytona just in time to unload the bikes, get some sleep, and go to the Rolex 24-Hour Race. The infield is the place to go and it was full. I'm sorry to say that Jaguar was not represented at all. The Ferrari 3335P was leading when we left, and it certainly sounded the best of all. I saw it spin out coming out of the chicane in the rain one time during the night, about 4.30am, its motor blew. It took the two Corvettes 56 minutes to catch up to where the Ferrari was. When it blew the track had a lot of water on it, so rain tires were in use. There were 79 cars at the start.

The day after the Rolex was over we discovered our large covered trailer had been stolen, even though the wheels were chained together and it had four hardened locks attached. I am told that very few of these are ever recovered, the serial number is just on a tag that is simply riveted on. The really bad news is that our trailer was not covered for theft as it was disconnected from our truck.. I strongly advise that all trailer owners be aware of this and evaluate your coverage with your agent or be prepared to replace the unit at the whim of the thieves. It seems that our law enforcement people have too much to do to be bothered to follow up on such details. I will make a comment in "Prez Sez" if the trailer ever shows up. I have worked for five years customizing this trailer to work Purrfect. Just before this trip I installed a fold down bunk bed, painted the four wheels, replaced two tires and improved the brakes. Bike Week is next on the horizon, as Speed Week here in Daytona is coming up. All tickets are sold for the "500"....that is 267,000 seats!!!

Our annual DVJC brunch on March 25th should be lots of fun. I hope to see you there.. I would appreciate it if all the Club officers and Area Coordinators could come by 12.00 noon. We have to discuss our other upcoming events and suggestions for events.

Last month's story about Mike Dale's "near miss" in the little aircraft got my attention. We

retirees must use caution as we are "out in society" - it is a different environment out here. I wonder how they do it in Tahiti ? Do you know there's no crime there at all!!

I hope to see all the new members at our brunch. Let's give them a proper welcome in style at the Corinthian Yacht Club. Till then....

Thank you to our faithful advertisers - your patronage is appreciated. I would hope that the general membership of this club takes advantage of all these services being offered.

Happy motoring !

Kurt

Kurt Rappold, President DVJC

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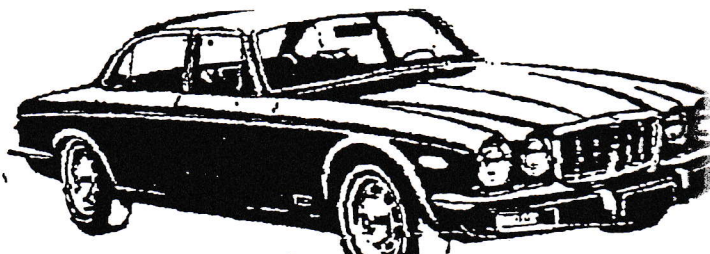
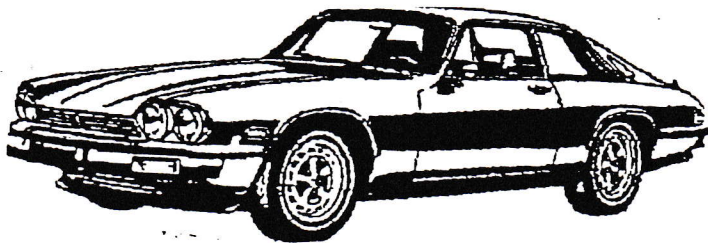
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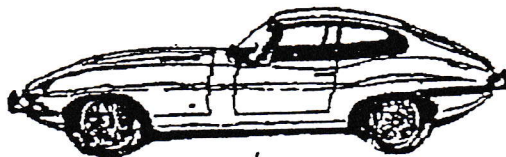
MARCH 25, 2001

1 to 4pm

CORINTHIAN YACHT CLUB

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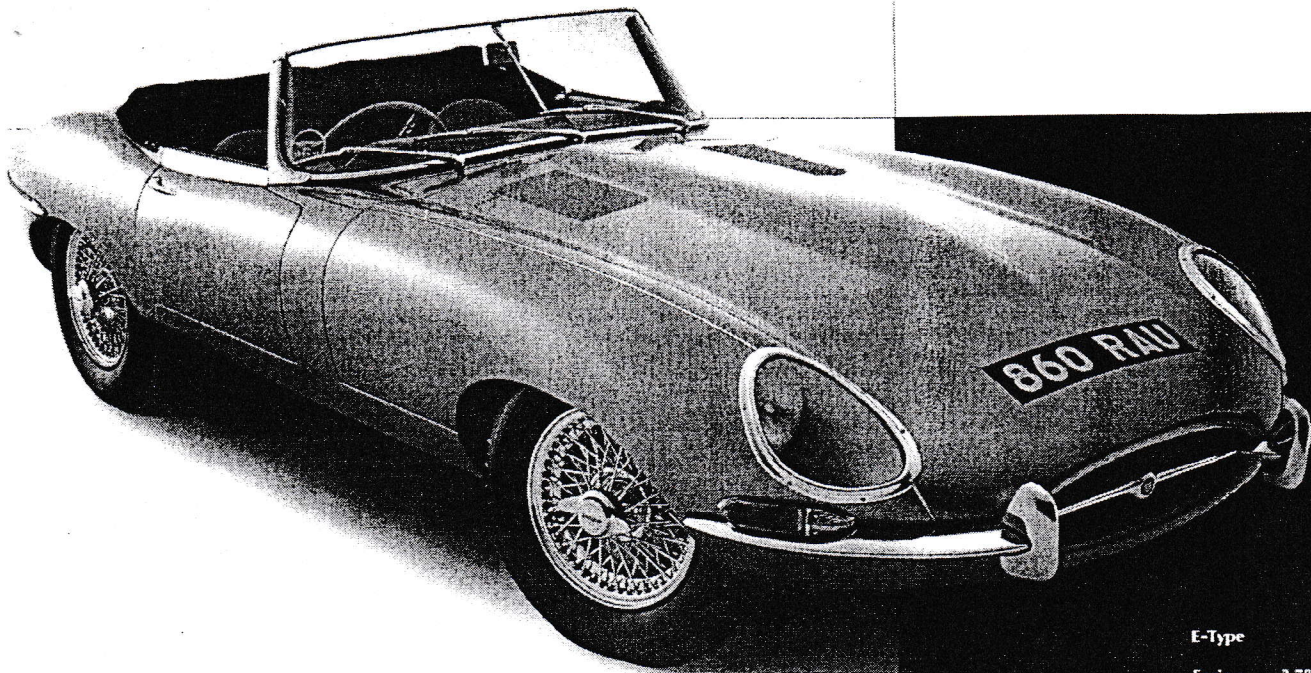
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E-Type

Engine: 3,781 cc twin cam straight six

Power: 210 bhp @ 5,800 rpm approx

Max speed: 145 mph

○ 3rd April 1996

Still one of the world's best known sports cars. When the E-Type Jaguar arrived in March 1961 demand immediately outstripped supply, further enhancing the desirability of this 'affordable supercar.' It quickly became the firm favourite of film stars, pop singers and top DJs, all captivated by its stunning looks - derived from the Le Mans winning D-Type - and fabulous performance. It is acknowledged today as a landmark in automotive design, and in April 1996 the Museum of Modern Art in New York placed a 1963 E-Type roadster on permanent display.

Jaguar revs up to be top carmaker

JAGUAR has drawn up secret plans to become Britain's biggest car producer within four years after the introduction of the X-type this summer.

The luxury-car company forms part of Ford's Premier Automotive Group (PAG). Ford is sticking to its claim that the X-type medium-sized car will boost production to 200,000, but insiders say the plan is ultimately for the group to build up to 400,000 cars a year. This figure will beat the nearest rival, Nissan, by about 150,000.

One Ford executive said:

David Parsley

"It does make sense. If Jaguar is going to compete against the BMW 3 series and Mercedes S-class then its success will be measured in sales. Producing just 100,000 X-types a year will barely put a dent in their sales. It's a tough challenge but that's the plan."

Jaguar will not comment on the plans but executives at the group's Halewood plant, where the X-type is produced, have confirmed that the plant has a capacity of 300,000 cars

a year. Halewood has begun production at about 100,000 a year.

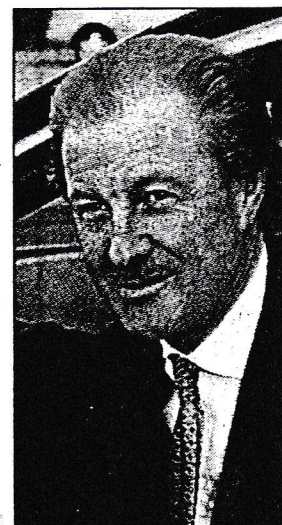
This will more than double last year's total Jaguar sales in one swoop. But the group looks set to more than double production again by gradually increasing output at Halewood. It hopes to reach full capacity by 2005.

Jaguar production will be boosted further by the introduction of the new F-Type roadster in the next few years. There have been fears that the F-Type may actually be built in Germany, but Wolfgang Reitzle, head of the

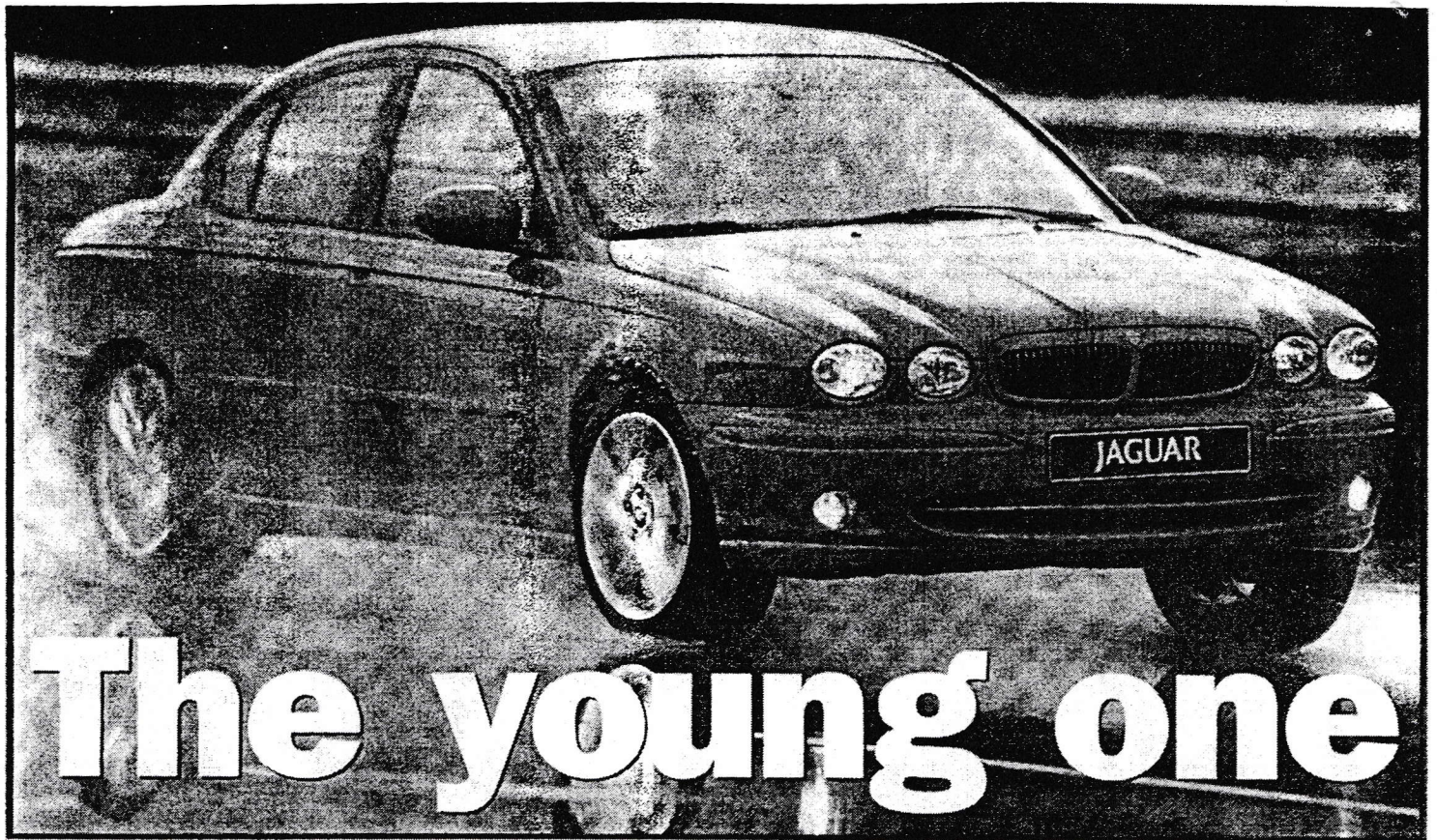
PAG, told The Sunday Times that he hoped the new roadster would be built at Jaguar's headquarters at Browns Lane in Coventry.

Alongside a £40m government grant, Ford has invested £310m to transform Halewood, formerly home of the Ford Escort. Further investment of £390m is being spent on developing the new model.

The first hint of Jaguar's huge step to become the No 1 British producer will come tomorrow when Ford unveils a new £240m investment at its engine plant in Bridgend, South Wales.



Reitzle: sticking to Britain



Move over, old timers: the mission of the youthful Jaguar X-type is to challenge the might of the BMW 3-series and Mercedes C-class

This is not your father's Jaguar. That is the message that Jaguar wants to send with the X-type saloon that goes on sale in three months' time. If the long-promised Baby Jag is going to double Jaguar production, as its parents Ford intend that it should, it will have to appeal to a wider audience than the traditional XJ or the mid-range S-type, which was introduced two years ago.

So, although it purposely mimics the style of the XJ, which is typically bought by 50-something "empty nesters", the X-type is aimed at younger buyers. Price will help, for this is, by some distance, the least expensive Jaguar. The X-type 2.5 V6 will be £22,000 on the road, with the range of versions extending to the 3.0 V6 SE at £26,250.

Jaguar's mission is to challenge the premium car establishment of BMW and Mercedes. It must do so by combining the sportiness of a BMW and the quality engineering of Mercedes with a distinct British character. Wolfgang Reitzle, the German former BMW director who is now chairman of Jaguar, says: "There is no law that premium brand cars must be German."

The X-type is pitched against the BMW 3-series, Mercedes C-class

Jaguar hopes to shed its middle-aged image with the new X-type, writes **Ray Hutton**

and Audi A4 but it is not a direct competitor. As Reitzle points out, 70% of the 3-series sold are the cheaper versions with four-cylinder engines. The X-type offers only 2.5 and 3 litre V6 engines (194bhp and 231bhp) and four-wheel drive. There is no equivalent of the £17,500 BMW 316, the £19,000 318 or the £20,750 Mercedes C180.

Sometime in the future we can expect Jaguar to offer the X-type with a smaller petrol engine, a diesel, and front-wheel drive only. And, if we look at its rivals, we might also expect coupé and sports estate versions and a high-performance model to counter the BMW M3.

For time being there is only the elegant four-door saloon, somewhat bigger and definitely more imposing than the BMW and Mercedes but with the performance of either with equivalent engines.

The X-type takes what is now called its "architecture" from the new Ford Mondeo. Few parts are actually the same on the Ford and the Jaguar, but the sharing of the

basic structure explains why the X-type has the transverse engine arrangement of a front-wheel-drive car and the space-saving strut front suspension that goes with it.

The four-wheel-drive system was a compromise to ensure that the X-type has the handling characteristics of a rear-drive Jaguar. It is to enhance cornering performance, rather than for getting out of muddy fields, as is permanent four-wheel drive, with 40% of the engine output directed to the front wheels and 60% to the back. I have yet to drive it, but Jaguar's chassis engineers are satisfied that its ride and handling are a match for the rear-drive 3-series and C-class while enjoying the extra stability in slippery conditions that the four-wheel drive brings.

Although its wheelbase is shorter than a Mondeo, the X-type has almost as much cabin space as the bigger Jaguars — and a larger boot

than all of them. Fold-down rear seats are an option.

There are three trim levels: the standard 2.5 has cloth seats, the luxury SE with full leather, and the Sport variant, which features part-leather sports seats, black-stained maple on the dashboard and racing green instruments inside, as well as a tail spoiler and wider tyres on bigger alloy wheels. All versions have the latest airbag developments: driver, passenger and side, plus an inflatable side curtain from front to rear.

Mindful of its target audience in the computer generation, Jaguar has put a lot of effort into communications systems. The optional navigation system has a 7in colour screen with touch controls for route finding, audio, air conditioning and telephone. The navigator uses DVD technology, like the Lexus LS430.

This multimedia package, which costs £2,000, is claimed to be the most advanced of any car in this class. Voice activation for some controls, which Jaguar pioneered in the S-type, will also be available. A new feature called JaguarNet integrates telephone and satellite location and automatically transmits an emergency call if there is an accident in which an airbag is deployed.

Definitely not your father's Jag.

Battle of the budget 4x4s
page 23



The Editor's Ramblings

There are so many good things happening at Jaguar now that it is difficult to cover it all in the restricted space in the Purr..but..here goes!!

RECORD SALES Announced at the Detroit International Auto Show were record sales for 2000. 90,031 cars....a 20% increase on 1999 which dramatically illustrates Jaguar's development as a business fueled by the S-Type, particularly in the United States. Sales in the USA were up 25% with 43,728 cars. The XK sports car had its best year ever with a 9% increase at 6729 cars sold,,,,nicely outselling the Mercedes SL. Sales to Continental Europe rose 25.8%, in Japan 21.7% & other overseas markets including Australia, China & Singapore 33%!!. Great Stuff!!!
GENEVA MOTOR SHOW.

It was 40 years ago on March 16th 1961 at the Geneva Show that the E-Type was released. Since then every superlative has been, and still is, heaped on the greatest sports car ever. Included in the Purr this month is a copy of a photo & paragraph from the official Jaguar UK calendar for the month of April 2001 as it was in this month in 1996 that the E received one of its greatest honors when a roadster was placed on permanent display in the Museum of Modern Art in New York. It is therefore very significant that at the current Geneva Show Jaguar officially released the "X-Type" and they were awarded by Auto Week the "Most Significant Release" at the show. Here is what Auto Week said " It seems as though we've been seeing Jaguar's new entry-level car for quite some time, but the truth is that its systematic release of information was aimed at this date: the 40th anniversary of the company's E-Type and the unveiling at the Geneva Show. Choosing X-Type as the most significant choice was not at all difficult considering what it means to the company as well as the segment; indeed at the brief five-minute presentation before the unveil, the show floor was filled with Jaguar's new competitors who came to see this cat in its flesh. And with Jaguar's announcement that X-Type will launch in the US in July at a starting price of \$29,950, it was a gut shot to the folks from Audi, BMW and Mercedes-Benz with whom the car will most fervently compete" Isn't that something??? Under 30K!!!

Also Auto Week awarded Jaguar's sister company Aston Martin the "Best In Show" for their V12 Vanquish. This award goes to the car that "you remember 5 years hence" It is said this car will be in the next James Bond movie. James tried the BMW last time. He obviously learns from his mistakes.! Don't forget that when Ford purchased Jaguar they took the prototype sports car they found & gave it to Aston Martin . You will see the XK8 and the Aston Martin have lots of similarities except for price.

JAGUARS F-TYPE PLAN Lean, mean and on its way!!! Jaguar announced at the Los Angeles International Auto Show the production go ahead for F-Type Roadster. The F-Type becomes the fifth model in their expanding product range. Jaguar Chairman Dr Reitzle said "Jaguar is one of the most evocative brands in the world & there is a renewed commitment at Jaguar to create cars that stir people's emotions. Because of unprecedented growth & intensity of product development it will take about three years to bring the F-Type to market. While the F-Type will embody all the passion & excitement of past Jaguar roadsters such as the XK120 & E-Type, it clearly signals a fresh direction for Jaguar sports cars in the future" The smaller, more affordable F-Type roadster compliments the XK Series range of sports cars

OTHER JAGUAR NEWS In the next 36 months it is said that Jaguar will launch 16 new or significantly revised products & power trains. One exciting introduction I hear is the

development of the XKR "R Performance" The heart of the "R Performance" is the XK180 engine which will have the Tremac T56, six speed manual gearbox. The dashboard of the car is of green tinted carbon fibre. In place of the rear seats is an area to store your helmet. Sounds seriously exciting.!

00 Three times Formulae One Champion Niki Lauda has been appointed Chief Executive Officer of the Premier Performance Division. This newly formed Division will oversee, coordinate and support the motor sport activities of Jaguar Racing, Cosworth Racing, and the Pi electronics group

00 In January Jaguar Racing unveiled its new Formulae One car for the 2001 FIA Formulae One World Championship. The Jaguar R2 will have a new major partner in AT&T the global communications solutions company. Michelin also will supply and develop tyres for the R2. The teams major partners HSBC, HP BECK'S and Lear corporation continue their association

00 More Jaguars are to be powered by British built engines. Ford are investing \$360 million in their Bridgend engine plant to increase supply from the plant with the introduction V6 & V8 for use by the Premier Automotive Group

00 At the Chicago Auto Show it was announced that the S-Type Sport will be available in the USA, Canada and Mexico in the fall of 2001. The S-Type Sport will restyle the cars interior and exterior with color keyed grill surround, bumper blades and trunk plinth. Also 17" sports alloy wheels and Perelli tires will be applied. Jaguar say that the S-Types appearance with the "Anthracite" color gives a "stealth-like" appearance! The car is aimed at the younger generation

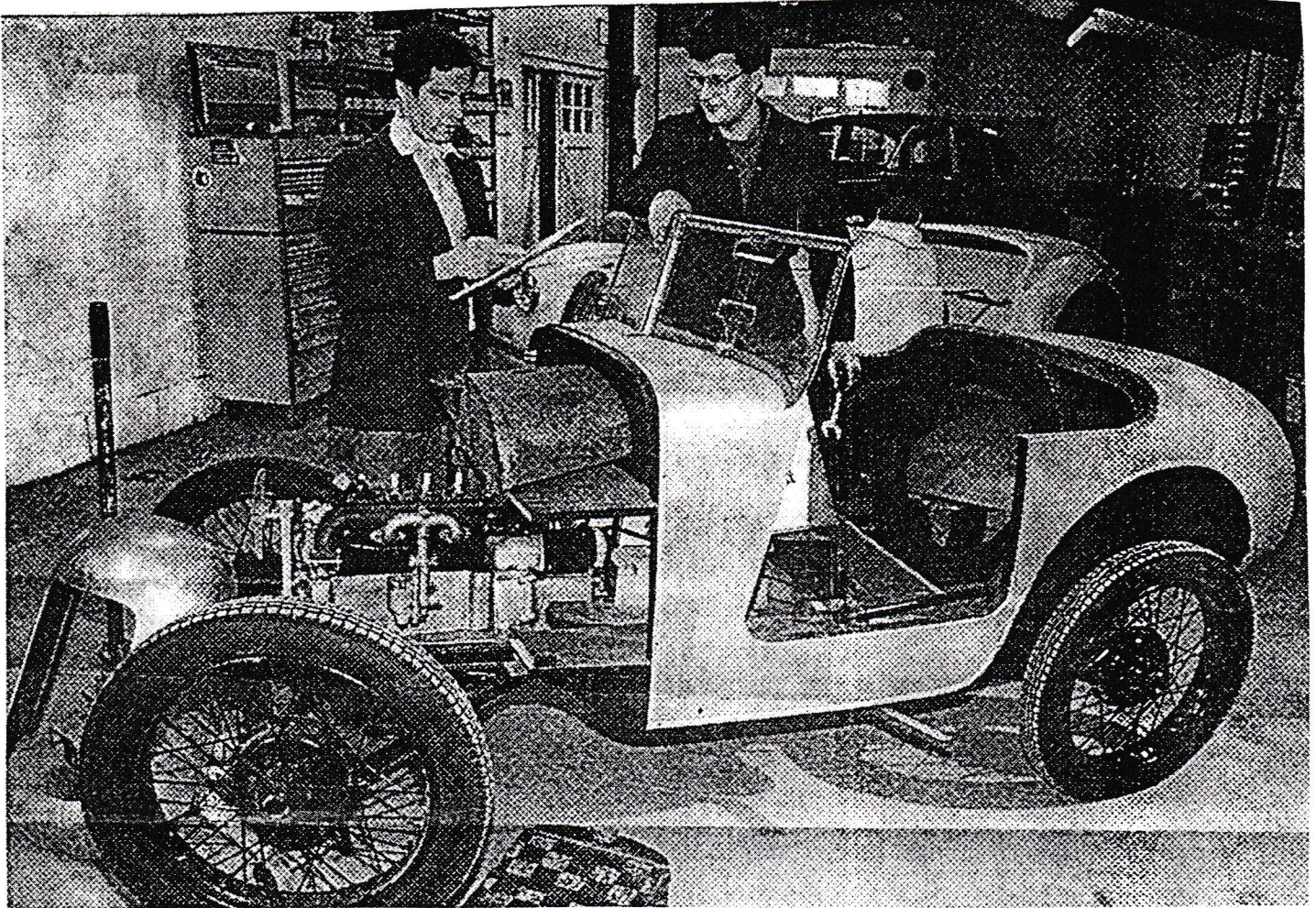
00 Tech Session. Don't miss the Tech Session at Cloverleaf on March 31st & join the Vintage Sports Car Club for this event. Parts swap and auction. Start 12.30pm - 5.0pm Food & beer will be served. \$15 contribution RSVP Patty

00 Apologies. I failed to acknowledge Ragtops & Roadsters in the February issue for providing the "Tech Tip" on Whitworth hardware. Thank you Mike. Also Mike was the only response to my plea for help on copying the Purr. Thank you Mike...your suggestion is appreciated

00 Members Cars. You will see one response to my request for members to provide a "story & photo" about their cars from Al Pincus and I hope his outline will be an incentive for others to also do a similar outline. Thank you Al for taking the time and making the effort.

Michael.
Michael Tate Purr Editor





THE OLDEST "JAGUAR" IN EXISTENCE, A 1928 AUSTIN SWALLOW DROPHEAD. IT IS A SURVIVOR FROM THE ERA WHEN SIR WILLIAM LYONS, JAGUARS FOUNDER, MADE STYLISH ALUMINIUM MOTOR CYCLE SIDECARS. THIS IS BUILT ON THE CHASSIS OF BRITAIN'S FIRST PEOPLES CAR THE AUSTIN SEVEN

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WHEN:

Friday, May 4, 2001

1:00 pm - 6:00 pm registration and technical inspection
6:00 pm - 7:00 pm Parade and Car Display
7:15 pm - 9:30 pm Rally School with snacks provided by local hosts

Saturday, May 5, 2001

First car out approximately 8:00 a.m. There will be a hosted morning Pit stop and a hosted lunch.
First car is due back around 4:30 pm. There will be a "Dutch Treat" dinner.

Sunday, May 6, 2001

First car out approximately 8:00 a.m. First car due back around 12:00 noon at a hosted awards lunch in Millville.

WHERE:

Millville, New Jersey is our host town again. The COUNTRY INN WHEATON VILLAGE of MILLVILLE, NEW JERSEY is race central again. The rallye is a cloverleaf rallye, meaning we will start and stop at the same place each day.

The event is open to any make, model, or year of motor car or motorbike. We have three classes of competition, so everyone has a place to race. Prizes galore, event T-shirts and posters, goodie bags and more. Plenty of things to do for the non-ralliists during the day with the historic glass works at Wheaton Village to Cape May . . . or catch the ferry to Lewes, Delaware . . . or from there, catch the trolley to the outlet malls of Rehoboth Beach.

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The most fun you can legally have in your car! Meet great people, see neat cars, tell tall tales. This rallye is J.C.N.A. sanctioned to enable the Jaguar enthusiasts to accumulate national points status and is covered by our event insurance policy.

Discount fees for early registration.

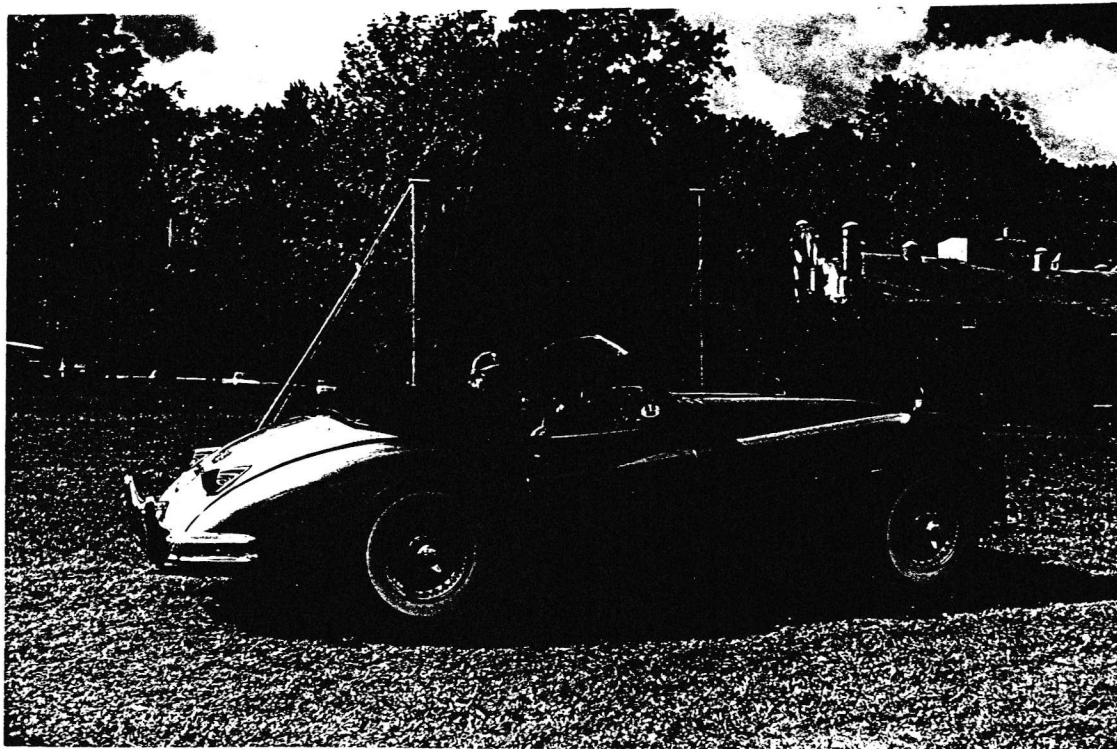


MY PRIDE AND JOY

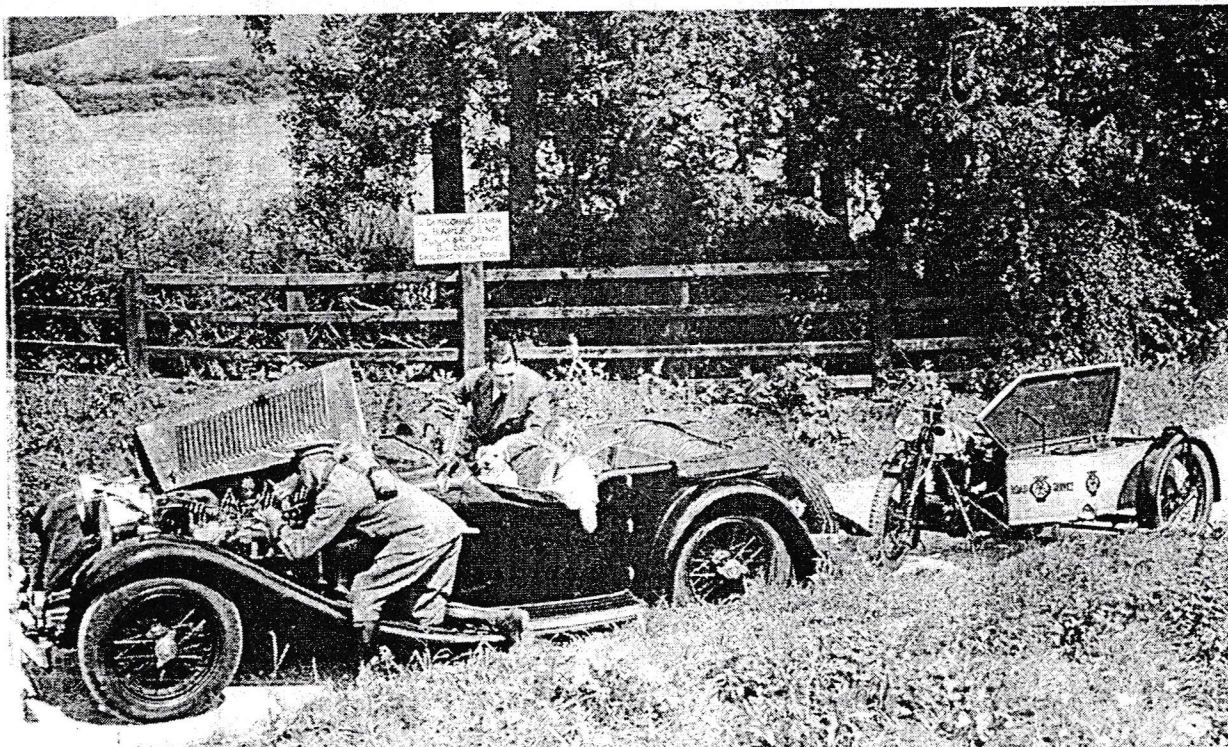
By AL PINCUS, JAGNUT

It was 1972 and my wife, TUCKY, and I were ready for a second car for her. We missed our beloved '56 T-Bird which we were forced to sell when our youngest daughter was born. We were too crowded in the beautiful little bird which we both loved dearly. We tried to decide whether to get rid of the car or the child and we opted for the car. When she was a teen ager, we wondered if we had not made a mistake.

I decided to restore a car which I had never done before and went to all the junk yards looking for a Bird, but there were none available. I guess T-Bird owners are as crazy as Jag owners. No one sells, they only buy. I was about to give up when I came across a basket case of a '56 Jag XK 140 drop head. It was under a tree in a Flushing, N.Y. Junk yard. It was a disaster, no top, wrong steering wheel, lots of rust and rot and I was about to walk away when I could swear it was calling to me and pleading to be saved (at least that was what I told Tucky). I was undecided until the proprietor offered it to me along with another of the same model, just as bad as a parts car for a total of \$400.00. My mechanic an old Englishman, since gone to the Jag club in the sky, crawled under it and came up smiling saying "its never been hit and just needs a lot of TLC. I can have you on the road in 6 months!" So I was hooked. When we got home Tucky was convinced I had lost my mind and said she was never going to drive that pile of junk. Well six years later much aggravation and dollars later, it was finished. Beautiful to behold. All new metal replaced rot and rust, and we made one car out of the two. Now it was too beautiful Tuck said, and she was afraid to drive it lest she would damage it and never forgive herself so we bought her a regular new car, and so started my collection of wondrous and loved auto with the emphasis on Jags and hence my license plate, "JAGNUT". The first time out, I attended my Jag Club's Concours (JDC of Long Island) and won first prize in class, best in show and People's choice. I was thrilled, but alas, after receiving those trophies, she wouldn't start. Well she finally did and she has been a joy ever since. I have never had a serious repair, she has never failed to start and the exhilaration at driving her is beyond words. This past spring Tucky said one day, "Why don't you go to a car show, you haven't driven any car all winter", so I went into the garage where all the girls were sleeping peacefully all winter and said "Who wants to go to a show today?" I know you'd not believe me, but the XK 140 shouted "me" or at least I thought she did, so I climbed in, put the top down and kicked the starter, she coughed and on the second try with my own installed manual choke, she sprang to life and Purred like the kitten she was. Choke off and she rolled out into the sunlight and I would swear she was singing the old siren song she had sung the day we first met in Flushing. A quick application of Maguires Quick Detailer and we were off to the Naval Air Station at Willow Grove. WE WON BEST IN SHOW and no one would believe she was a 22 year old restoration and had never been painted since I was stunned as was the Captain who handed me the huge trophy, and as I pulled away amidst the cheers, she sang her song again all the way home and all I could think of was how happy I was that I had listened to Radwan, my mechanic, and bought her so long ago.



AL PINCUS SEATED IN "HIS PRIDE AND JOY"



LEFT: looks like carburettor trouble again, this time on a splendid Alvis, somewhere near Kings Langley, Hertfordshire, in 1936. The AA man will doubtless soon have Brylcreem Bertie and Dottie on their way again, and be back on his motorcycle. That's bang up to date, though its sidecar still follows the coffin theme.

ABOVE IS A REAL PERIOD SHOT FROM 1936. THOUGH THE CAR IS INDEED SPLENDID IT IS NOT AN ALVIS. ITS AN SS 1 TOURER. I KNOW 'COS I HAVE A 1934 MODEL AND I'D KNOW THAT ENGINE ANYWHERE I WOULD LOVE TO HAVE THAT "AA" MAN ON BOARD!

THE SS 1 WAS THE FORERUNNER TO THE SS 100 (EDITOR)



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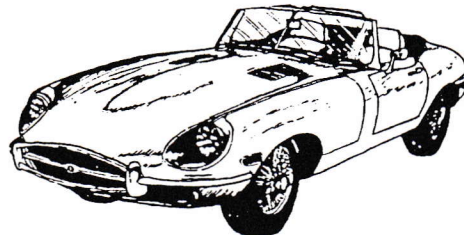
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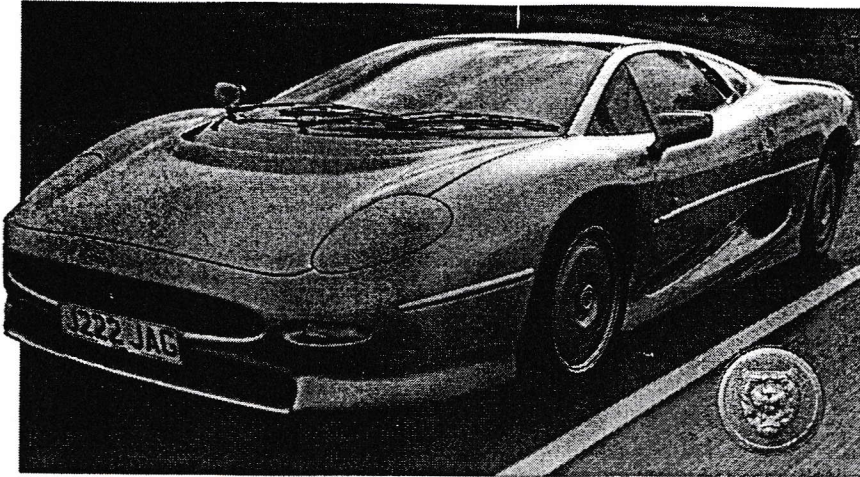
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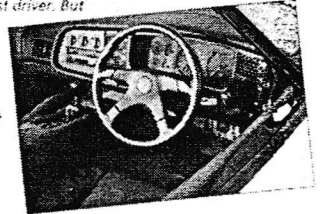
Top speed:	208 mph
0-60 mph:	3.8 sec.
Engine type:	V6
Displacement:	3,491 cc.
Max power:	542 bhp at 7,200 rpm
Max torque:	475 lb-ft at 4,500 rpm
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