

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Hello!

It's getting lighter in the evenings and slightly warmer.....all signs that spring and sunny days aren't far away! This month saw me take the convertible XJS out on an enjoyable run up to see my new XJS in the garage. I imagine quite a few of our members have taken the covers off and the cars out of the garage for a little drive as the weather has improved slightly.

It's been an exciting month personally with the purchase of a new car, which I've written about further in the magazine - suffice to say I'm looking forward to taking it along to the shows and getting out and enjoying it this summer. There's a picture below, of me taking the keys from the previous owner.



A few of us went to Stratstone to see the new Jaguar XE and I've also put a few words together about our morning in Cardiff. I'd like to thank the staff of Stratstone for good hospitality and the opportunity to see the terrific new car. Hopefully the model will sell in large volumes and really increase Jaguars market share of the compact executive saloon sector. I've seen many motoring magazines already carrying front covers that describe the XE as a MERC/BMW beater!!

As the car show season grows nearer there are lots of shows to register for, please see Colin for further details. Myself & Colin look forward to attending spares day at Stoneleigh as well as the classic restoration show.

Andy Webber

and finally...

I'm hoping that if you don't manage to make it along to our club meetings at the BBC club, Llandaff that you're reading this and would like to know more – you'll be made to feel very welcome if you join us on the **third Wednesday** of every month. Further details of our meeting place are at the back of the magazine.





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WE NEED YOUR HELP

Our Regional Magazine takes a great deal of work to put together each month and we need your help to improve it.

We need members to take up the challenge and supply new original articles and reviews. These can be about your Jaguar cars, experiences or reviews on parts/ products used on your Jag.

While you may not think of yourself as the next award winning journalist, your unique articles and reviews will no doubt be of interest and welcomed by our other members.

Even if you don't get to the monthly meetings or shows, we still would like to hear from you about your Jaguar experiences.

Don't worry about the design or look of any content you submit, the design company who produce the magazine for us will take care of that.

So what are you waiting for, get writing that article!

To submit any articles or reviews simply email it together with any photos to: editor@jecsouthwales.co.uk

REGIONAL NEWS

Let's hope we get some better weather for the first main events of the year. It seems that the highway agency has had a surplus of salt this winter. Every other day they seemed to be spreading it on the roads. I suppose with the changeable weather, cold and then wet they had no choice but it does not help when it is a sunny day and it would be ideal to take your car out for a run but the roads are still covered in salt. I just hope that we are due a period of dryer weather and a nice hot summer.

INTERNATIONAL SPARES DAY AT STONELEIGH

This is one of the first events of the year on the 22nd of March and if you need any parts for your Jaguar this is the place to be. The new JEC Charity Car will be on display, a beautiful 2007 XK 4.2 litre coupe in Liquid Silver metallic paint with cream interior and a genuine 23000 miles from new. Please buy lots of tickets as all proceeds will be going to the Royal National Lifeboat Institution charity, the same as last year, with the intention of purchasing a new lifeboat at the end of the year.

SNG Barratt, one of our magazine advertisers, is offering 10% off pre paid orders for collection on the day. As usual some of our members will be going up to Stoneleigh and will be meeting up for lunch. Andy and myself will be helping out on the JEC stand during the day.



COLEFORD CARNIVAL OF TRANSPORT

We always attend this show every year with a club stand. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held on Easter

Monday. This year Easter Monday is on the 6th of April. We always have different extremes of weather at Coleford, either it is warm and sunny, cloudy and wet or as two years ago extremely cold. Let's hope for a warm sunny day. We will be meeting in the car park at Monmouth at 8.15 am for a 8.30 start.



DRIVE IT DAY

The South Wales Region will once again be holding a Drive it Day event on the 26th of April in conjunction with the Federation of British Historic Vehicle Clubs. Open to all regions of the JEC, just try and turn up in a Jaguar.

We will meet at The Coed-Y-Mwstwr Hotel at Coychurch, Nr Bridgend (just 3 miles from junction 35 off the M4 motorway) between 9am and 10am for coffee and will leave at 10am sharp. There will be a pleasant run planned, taking in some interesting roads as well as some wonderful Welsh countryside. We will have a coffee / comfort and a lunch stop en-route.

This is being arranged as usual by John James. If you need any further information please call John on 01656656424 or e-mail him, johnjanet@uwclub.net



LAUNCH OF THE XE

A few of our members were lucky enough to visit the Jaguar dealership

in Cardiff recently to see the new XE that was there on a special visit for the day. All the magazine articles have been extremely complimentary about the XE and there have been many pictures from every angle but seeing it up close in the flesh was great. It's sure to be a great seller for Jaguar and a true contender for best in its class.



PRACTICAL CLASSICS RESTORATION SHOW

This is a two day show on Saturday the 28th and Sunday the 29th of March. The JEC will be having a stand at the restoration show with a variety of Jaguars in different states of repair. Andy and I will be helping out on the stand and hope to meet you there.



CLASSIC CAR COLLECTION IN AUSTRIA

While looking for accommodation to go skiing last week in St Antons, Austria I had been informed of a hotel which had a classic car collection in the basement and hosts classic car tours during the summer. This seemed an ideal hotel to stay in but unfortunately it was full for the week we required.

On the last day of our holiday we stopped at this hotel for a drink and met the owner's son who upon hearing our interest in classic cars offered to show us around the



collection. We were taken down to a large underground car park which services the hotel and then through a roller shutter door to what was a very impressive collection of cars. A series 2 convertible E-Type in red was squeezed in with about another twenty vehicles, mainly Mercedes but including Ferraris, Rolls-Royce and some Porsches. A Mercedes 300sl Gullwing in grey, the same as our member Keith Ryall has, with a beautiful red interior with matching luggage was probably the star of the collection. Along the one wall on a raised platform was a collection of every post office push bike and motor bike used in Austria, over forty of them. Along with automobilia around the walls and a couple of old

petrol pumps this made a very diverse collection of classic vehicles. The most surprising thing was that the owner's son informed us that his father had restored most of the cars himself over the years. Not the sort of thing you expect to see on top of a mountain in Austria.

MARGAM PARK

This is a new show which is being organized by the Leukaemia & Lymphoma Research to replace the Tredegar Park Show. It is being held on Sunday the 20th of September. I do not have any more details at the moment but will inform you as soon as they become available.

Unfortunately it is not being run by the same people who organised Tredegar Park (Bruce & Mandy).

VINTAGE FESTIVAL AT PEMBREY COUNTRY PARK

This is on the 10th to the 12th of July, another new 3 day show with Classic Cars and Bikes, live music, vintage stalls, classic car boot sale all near the beach. I have entry forms if you require them.

SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World". There are 20 classic races over the weekend with over 1000 entries and up to 8000 classic cars.

We have booked to stay the Friday and Saturday nights at the Premier Inn at Harpole, not too far away from Silverstone. Rooms may still be available.

The cost for 2 entry tickets plus the important car pass ticket which allows you to park on the JEC stand on the infield are £99.00. This is for Friday, Saturday and Sunday, a cost of just over £16.50 per day. Single days can also be booked. This "Early Bird" price must be booked before the 31st of March and you must enter under the Club Display Package and use the JEC code of **C1525018**.

For a full list of events see page 32.



- Full & Part Restorations
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THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Some of you will know that I have moved from Cardiff to the English Riviera. You already receive monthly reports during the winter months from Colin Masterson based in Florida. I also plan to send periodic reports from the sunny English Riviera for the monthly magazine.

Since moving to Torquay Natasha & I have joined the Torbay Old Wheels Club www.towc1.talktalk.net and have been involved in some of their events. Our first introduction was on the "Drive it Day" in 2013 when we followed them (in our not very classic Audi estate car!) from Torquay to the Den in Teignmouth. At that point we joined up with the Crash Box & Classic Car Club www.crashboxclub.co.uk. After a lunch we parted company as we had work to do on our flat in Torquay.

ALL THE FUN OF THE FAIR

Torbay Old Wheels Club run organised by Terry & Lisa Court on Sunday 22nd February 2015.

This was our latest club run and we met up with members of the

ALL THE FUN OF THE FAIR

Torbay Old Wheels Club at Bovey Tracey where we received our instructions from Lisa. As the weather was poor the only classic cars on the run were a Rover 2000, Vauxhall Viva and VW Golf convertible. We travelled in convoy westwards along the B3387 over a part of Dartmoor. It felt very much like our old South Wales "home" and, in particular, the Brecon Beacons. The views would have been even more spectacular had the weather been clear. We passed through the pretty little village of Widecombe in the Moor and then soon after we crossed the very narrow bridge at Pondsworth. Quite a few cyclists about but we didn't increase our points score by knocking any of them over!

A brief stop at the Dartmoor Inn for teas & coffees before the final run via Tavistock to Dingles Fairground Heritage Centre at Lifton (see - www.fairground-heritage.org.uk). What an amazing "time warp" place! Reminded me of the Barry Island funfair - without the log flume & rickety wooden roller coaster! We enjoyed our meals before touring

the three halls reliving our younger days. A fascinating place to visit & well recommended.



MONTHLY CLUB NIGHT

The main theme for the TOWC monthly club night on Thursday 26th February was "Other Hobbies Evening". This was held in the usual venue – The Farmers Tavern, Newton Road, Torquay. The meeting was a mixture of formal proceedings and a light hearted period with a number of members bringing along displays of their other hobbies. Halfway through the meeting we had a break when raffle tickets were sold. The draw was made later on but, once again, I didn't win anything!

It was interesting to see what some members (male and female)



get up to when not working on their classic cars. This included vintage bottle collecting, crafts (flower arrangements & quilting), water colour painting, radio controlled models (including helicopters, aeroplanes and gliders), magic & illusions, model steam engines, a collection of Lambretta scooter models and a model of the remains of the Brooklands circuit together with many model cars and a history of the circuit. I took along a selection of my old film cameras & lenses (some of which I repair & service) as well as an example of Natasha's decorative soap (formulated with all natural ingredients). We also took it in turns to give a short talk on our hobbies. A great, fun, evening.

FLAT/ HOUSE MOVE

Natasha and I finally completed on the purchase of our new house on 24th February. The first things we moved into the house garage were our Daimler V8 250 and other assorted items from a separate storage garage we had rented. This was a very short journey of only 3/10ths of a mile!

UPDATE ON MY DAIMLERS

Following the discovery of the damage to the engine on my old Daimler 2.5 V8 (JWN58E) it has been decided to replace it with a decent second hand engine. We have found three possible running engines – one in Sheffield (about 250 miles away) and two in Brixham (about 10 miles away). Update next month.

Once we got our own Daimler V8 250 (ALX442H) into the house garage I checked the gearbox oil level & found it was below the minimum level. I suspect this was the



cause of the juddering when previously selecting reverse gear (see last month's report). Update next month.

AND FINALLY

A banker, a tabloid reader and an immigrant are sitting at the same table. There are also 10 slices of cake on the table. The banker takes 9 slices and tells the tabloid reader "Watch that immigrant, he's after your cake."

All for now.



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Article from Piston Heads

XKR GT3 FOR SALE

Yes, a real racing Jaguar of the recent past with an incredible story behind it too!

Some racing cars just sound good from their names. Partly that can stem from racing success (Sierra RS Cosworth is a great name and a very successful car) and sometimes it's a brilliant name regardless of what it achieved. Who wouldn't want to race a Lancia Montecarlo Turbo?

And Jaguar XKR GT3 could surely be added to that list. There's the long racing heritage of Jaguar and then a very good GT car made into a GT racer. It's a tantalising prospect, especially with rumours of an F-Type GT3 continuing to circulate. And doesn't it look fantastic?

The XKR GT3 story goes back to 2007. A year after the launch of the road car, what better time to capitalise on that than with some

motorsport success? Apex Motorsport was given factory approval to develop a racer, with four cars built between 2007 and 2009. This is the fourth of those cars, driven by names including Mike Jordan, Neil Cunningham and Phil Quaife. It even took fifth at Silverstone in a round of the 2008 European GT.

Tragically though the Jaguar GT3 project stopped following an air crash which killed five members of the team including test drive David Leslie. One of the cars is in the Jaguar Heritage Museum, making this car an even rarer prospect.

Moreover, it is probably just an epic thing to drive. Look at the spec: over 500hp, around 1,200kg, big AP brakes, Hewland sequential gearbox, Intrax dampers. It's a bona fide racing car, one that simply hasn't received much use due to horrible misfortune. According to the ad it's still eligible for a few championships as well, meaning there's the chance for some real success that it never enjoyed a few years

ago. And 'XKR GT3' is a name that's going to look and sound good all weekend.

The GT3 apparently cost £400K new and was double its (unpublished) list price a year ago. All guesses invited... It would be superb to see the XKR bought and raced in anger, although the temptation would surely be there to preserve it in a collection. Either way, a fascinating story is ready to be continued.

Head over to www.pistonheads.com for more information.





Article by Andy Webber

XE LAUNCH STRATSTONE CARDIFF

Having signed up to receive updates on the new Jaguar XE I was then invited to Stratstone in Cardiff to see a visiting model. I met up with Colin and off we went to Cardiff, arriving early to see the new model covered in a black jaguar emblazoned blanket.

Fortunately we did have time to try out Jaguars latest sales idea – a 3D car that you can actually walk around and lean inside courtesy of a pair of hi-tech binoculars. This was very whizzy and walking around a cube on the floor with the goggles on made you feel as though you could touch the car – phenomenal technology for a Jaguar dealership! Mr Manconi certainly didn't have this when he bought his XK or XJS years ago!

Scott Morgan arrived and didn't make it inside before checking out a low mileage 2005 XK8 that was for sale outside. Scott checked out the new 3D technology and virtual XE, which was very impressive. I'm reliably informed that Morgan Motor Services are working on some new technology for their waiting room so watch this space!

Following a quick cuppa and the lights went on and the cloth came off to reveal the new Jag. Quite a crowd had gathered and it was great to see the interest generated. I was amused at how many guests arrived in Mercs and BMWs; hopefully they'll switch to our brand

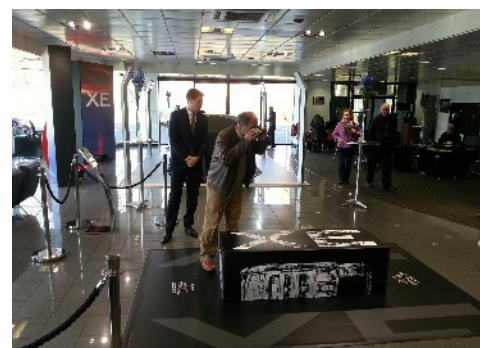
and enjoy a class leading car as 'Which' magazine states this month!

Anyhow.....onto the car itself. I'd seen the magazine pictures but seeing the car in the flesh revealed it was more XJ than XF, at least in my eyes! The ammonite grey car, which is new to the Jaguar colour range, really looked quite striking, completed by the shiny black grille; part of the 'black' pack on the car and £10k's worth of extras! The rear, although smart looks a bit too audish for me and very similar to the XF. The inside looked extremely modern with two tone leather and many features from the F-Type – certainly a step up from the older XF.



The space inside was of course more snug than the XF and I certainly noticed the difference going between them. You can see from the pictures that the taller gents like Scott will have a tight fit and when Scott was in the car I struggled to sit behind his seat. Me and Colin didn't have a problem of course!

We spent time admiring the all new 4WD F-Type with new body kit pieces before making our way home. I really liked the car and I'm looking forward to driving the car in early May. Thanks to Chris Perryman at the dealership for taking the time to ensure we had a great virtual tour of the car before seeing the real thing and giving us all the information we needed.



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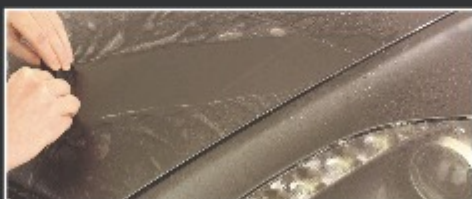
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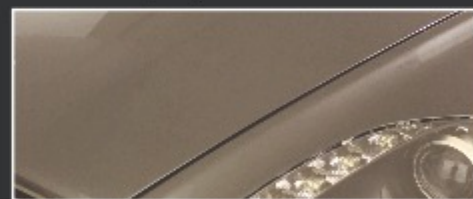
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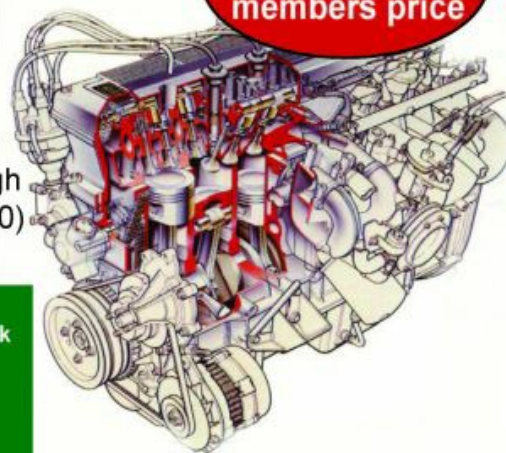
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Article by Andy Webber

ANDY WEBBER ON HIS NEW XJS PURCHASE

Following on from my first XJS, a convertible purchased last august I have bought a coupe.

As I've previously mentioned my love affair with the brand was started by my Uncles black V12 XJS and buying the convertible realised a dream. I've prattled on before how much I love the driving experience of an XJS and the feel of a classic car. Selling the XKR to make room was a huge upheaval and even as it was loaded onto the trailer I was having second thoughts – it was first jag but sadly depreciating quickly and I had a thirst for a classic after attending so many shows.

I'd looked at a few cars including some stunning older XJ6's but kept coming back to XJS coupe's and in particular the later 4.0 litre facelift models. Budget allowed

a decent example and I started searching for a low mileage car but it took time. There were numerous cars but all well over 100k miles and certainly seen better days. I was looking daily on all the main websites as well as the trusted specialists like Clarkes & Robert Hughes but no luck. I had found two cars around the 60k mileage mark but pictures showed them to be well off the standard I was looking for and over priced for the quality despite the values creeping up slightly.

It was the March edition of Jaguar world that held the answer. A 1993 (second stage facelift) car with just 52k miles and in the rare

platinum silver. I rang immediately and spoke to the owner who didn't realise that it was in the magazine as he'd only advertised it recently on another free website. The correct answers came back i.e FSH / no rust / excellent interior / everything works etc. The owner David agreed to send extra pictures and they came through backing up what he had said. Deciding it was a genuine car and within budget I agreed with the owner that he would give me first refusal until I was able to get across to sunny Southend-on-sea!!

Scott very kindly agreed to come along with me to check bodywork and provide another pair of





eyes as well as being able to drive the car. I had a suspected broken hand and couldn't drive and Scott has a trader's insurance policy – perfect!

Arriving in Essex, the car lived up to most expectations with only small imperfections for a car 22 years old. Despite the car having lived outside for 3 years under a cover the bodywork was solid, the interior excellent and it drove well. I have to comment that the reason the XJS stayed outside the owner's garage was because his wife's old Mazda MX5 took priority.....I won't comment further on this situation!!

The history was comprehensive and backed up the mileage with

all the important original items present including radio code, toolkit, spare tyre cover as well as dry footwells and boot! The owner also provided me with the advert that he saw when he bought the car from Robert Hughes; again extra comfort on the car's history.

The deal was done and we started back down the M25 for home for a trouble free 200 mile trip. Thanks to Scott for driving, inspecting, and being great company on a very long day!

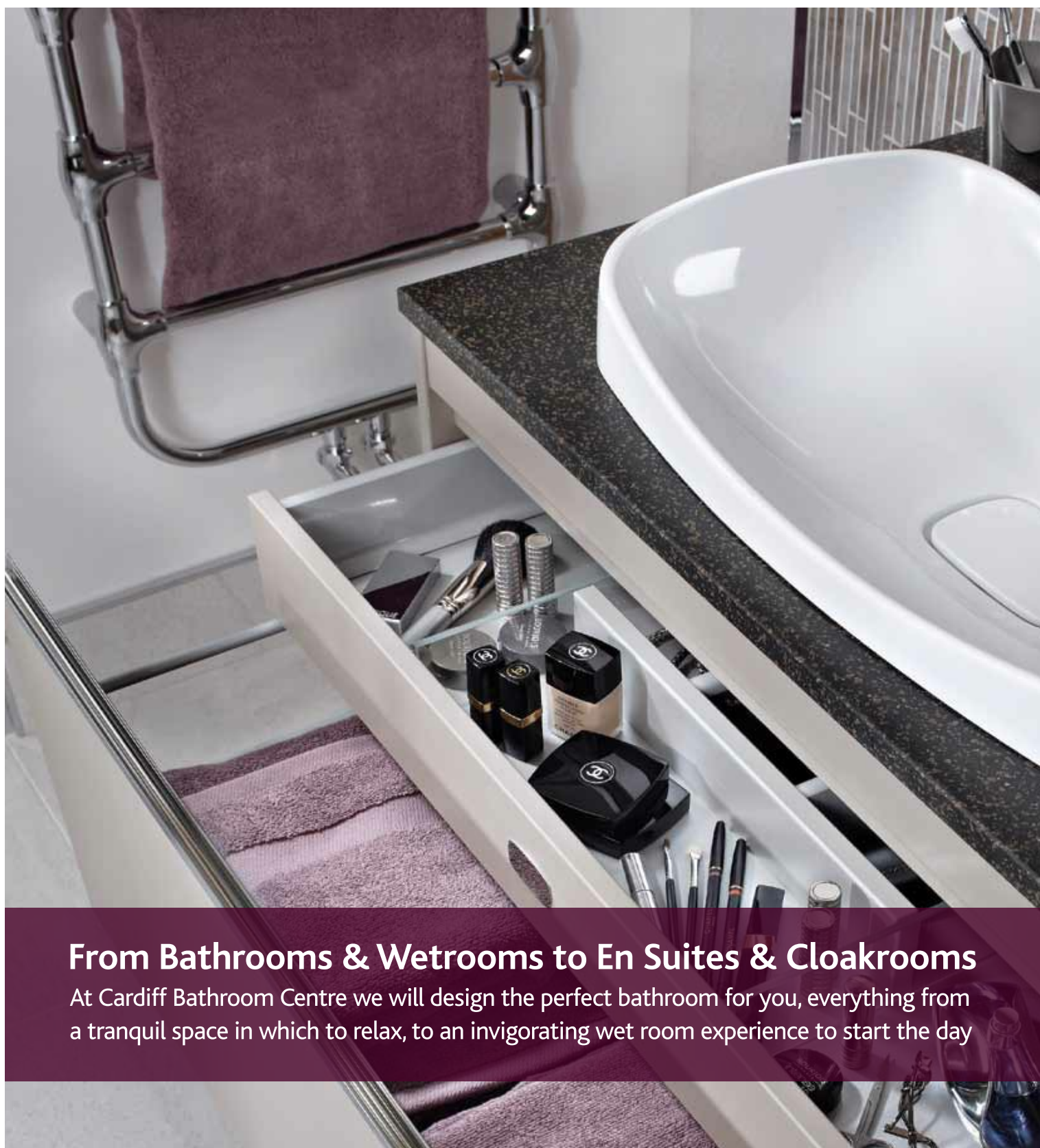
Following the removal of my plaster cast and my hand on the mend, I enjoyed my first drive in the car (even though it was in rush hour)

up to Morgan Motor Services, Pontypidd's premier Jaguar specialist! I say I enjoyed the drive – I did; despite the nervousness of a new owner inspecting a 22 year old Jaguar XJS underneath!

Up on the ramp and we set to work on the nooks and crannies of the car, to find her in remarkably good shape. The only issue was a rear trailer arm that had almost rusted through and to the bushes on both trailer arms. The car had been waxoiled and was in great condition – a very big relief!

All in all a worthwhile trip to Essex and hopefully the start of happy ownership of K555 XXX. More updates will follow next month as we investigate the car further.





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Article by Jonathan Burn
Article From www.autoexpress.co.uk

JAGUAR F-TYPE SVR SPIED

First images of Jaguar's hot F-Type SVR, packing 5.0-litre supercharged V8 with around 600bhp.

If you deemed Jaguar's 543bhp F-type R Coupe somewhat lacking, then you're in luck, as the British firm is working on an even faster SVR model. Spied here for the first time, the new flagship F-Type will use the familiar 5.0-litre supercharged V8 but tuned to produce around 600bhp.

With a little help from JLR's new SVR (Special Vehicle Operations) performance arm, the new-comer will be the first Jaguar to wear the SVR badge and become the fastest F-Type available. The light disguise used to hide the prototype also reveals the substantial cosmetic upgrades the SVR model will receive.

At the front, the SVR has adopted some of the paraphernalia from the limited-run F-Type Project 7, with gaping air vents flanking the wide mouth grille, while a front splitter nestling beneath the bumper can also be picked out. Huge carbon ceramic brakes can be spied beyond the arch filling alloy wheels and a revised rear spoiler appears to wrap up the visual tweaks.

The number plate belonging to the prototype showed it to be

powered by the 5.0-litre supercharged V8 used in various Jaguar and Land Rover models. But we can expect the folks at SVR to provide a suitable power hike from 543bhp to around 600bhp, making it the most powerful production Jaguar on sale. That power is also likely to be channelled through Jaguar's new AWD system, helping maximize performance.

We can also expect further changes beneath the skin, with the SVR likely to feature a more focused suspension setup, sharper eight speed ZF gearbox and recalibrated

steering. An arrival date and pricing are yet to be announced but expect a significant premium over the current £97,135 5.0-litre V8 AWD Convertible F-Type.





By Colin Masterson

Letter from America

Well, this will be my last letter before returning home, indeed I might even be at the meeting when you receive it so could have told you my news in person.

It was remiss of me not to respond to Andy's taunt in the January edition of the magazine about awarding me with a wooden spoon for my not returning to the UK for the sole purpose of enjoying the fine company of the members of the South Wales region of the JEC at the Christmas knees-up. Whilst I would be delighted to receive another spoon to accompany my previous award (I shall refrain from treading on the sensibilities of the dear readers of your august publication by spelling out the reason for the last award) I should like to remind him that the last time I was 'honoured' in such a way it took many reminders to our lifetime President before he actually went out and bought the spoon to give to me. I suspect that he had hoped that being 4,000 miles away I might forget about it – no chance!

After all of the house moving activity it was great to get out to a car show at last, one I have been to before, the Cars and Guitars show at Mount Dora set in the grounds of a large Antiques Mall which frequently has open air antique sales, particularly in the Winter when the weather is pleasant out of doors.

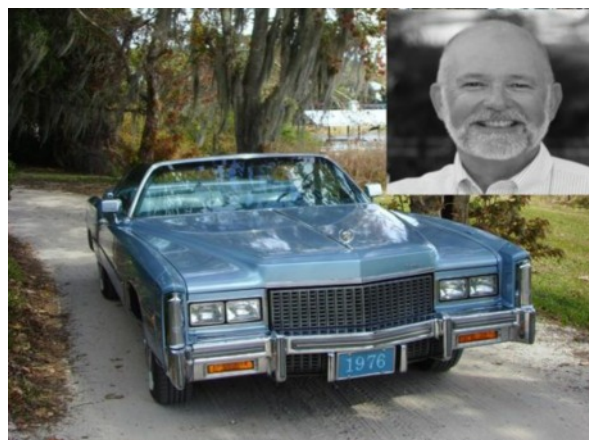
Got the Cadillac out of "Big Toy Storage". I drove the Honda Pilot to the storage so left Netta round the pool at our temporary hotel. As it implies, the show is about both cars and guitars. As well as numerous dealers selling guitars they have a stage where you can "jam" with the resident band or sing with them. Over here everyone seems to fancy themselves as country singers. You get a bit immune to it after a while, especially as they have lots of radio stations devoted to it. I always laugh at the lyrics which spell of the doom and gloom of the "my baby done left me" variety.

There were a number of nice cars on show including a '75 Cadillac de Ville which had only done 20,000 miles which the owner was selling at a reasonable \$18k. One of his hobbies was "flipping" homes, an expression that usually means buying homes, doing them up and selling them (think Kirstie Allsopp and Phil Spencer, but not so grand). Anyway,

he was starting to accumulate a lot of old washers, dryers and fridges through this process and was starting to run out of garage space. The guy must have been nuts – I told him to junk the white goods and keep the Caddy!

There was also a 1934 Ford "Deuce Coup" with a massive super-charged V8, I wish they wouldn't do that there are few originals like that around. When I mentioned my preference for old original cars one of the guys mentioned that most of them would have been scrapped post war if it hadn't been for the Hot Rod brigade. In mint condition was a 1942 Jeep with plenty of equipment like radios, guns and so on strapped on the sides.

At the end of the show all of the cars cruised around the farmers/flea market while customers looked on. It was quite fun and you could hear the comments from people about your car, many seemed to recognise and enjoy the Eldorado.



You think you have seen it all but having time on our hands Mrs M decided a trip to The Mall at Millenia was due (yes I know!). At Bloomingdales there were a number of demonstrations including Origami towel folding (!). If I wanted to be a chambermaid at the Ritz Carleton I don't think I would go to Bloomingdales for lessons. As you can gather from this, Orlando housewives have too much time on their hands. Sorry Andy, I am sure Heather would have appreciated some home making tips but I passed on with hardly a glance dragging Netta behind me.

Rather like Norfolk was covered with US and RAF air force bases during the war, Florida was also covered with a huge number, indeed the RAF used training facilities there because of the good weather. Most people flying into Orlando International airport don't realize that until 1975 this was a Strategic Air Command Base flying B52 bombers during Vietnam and the Cold War. It was called McCoy Air Force Base, hence the MCO that you see on your luggage labels when you come here. If you keep your eyes peeled you will see a B52 parked near the main road into the airport.

One of the smaller bases was at Titusville near Coco Beach that has an excellent aircraft museum that I visited last month. Unfortunately I will be home 10 days before the big air show there in mid March that will be attended by the Thunderbirds,

the USAF version of the Red Arrows. I was given a tour by one of the volunteers there, and ex Captain in the Air force. There are various hangers there including one devoted to the Vietnam War, another to Second World War Planes and yet another to Cold War jets.

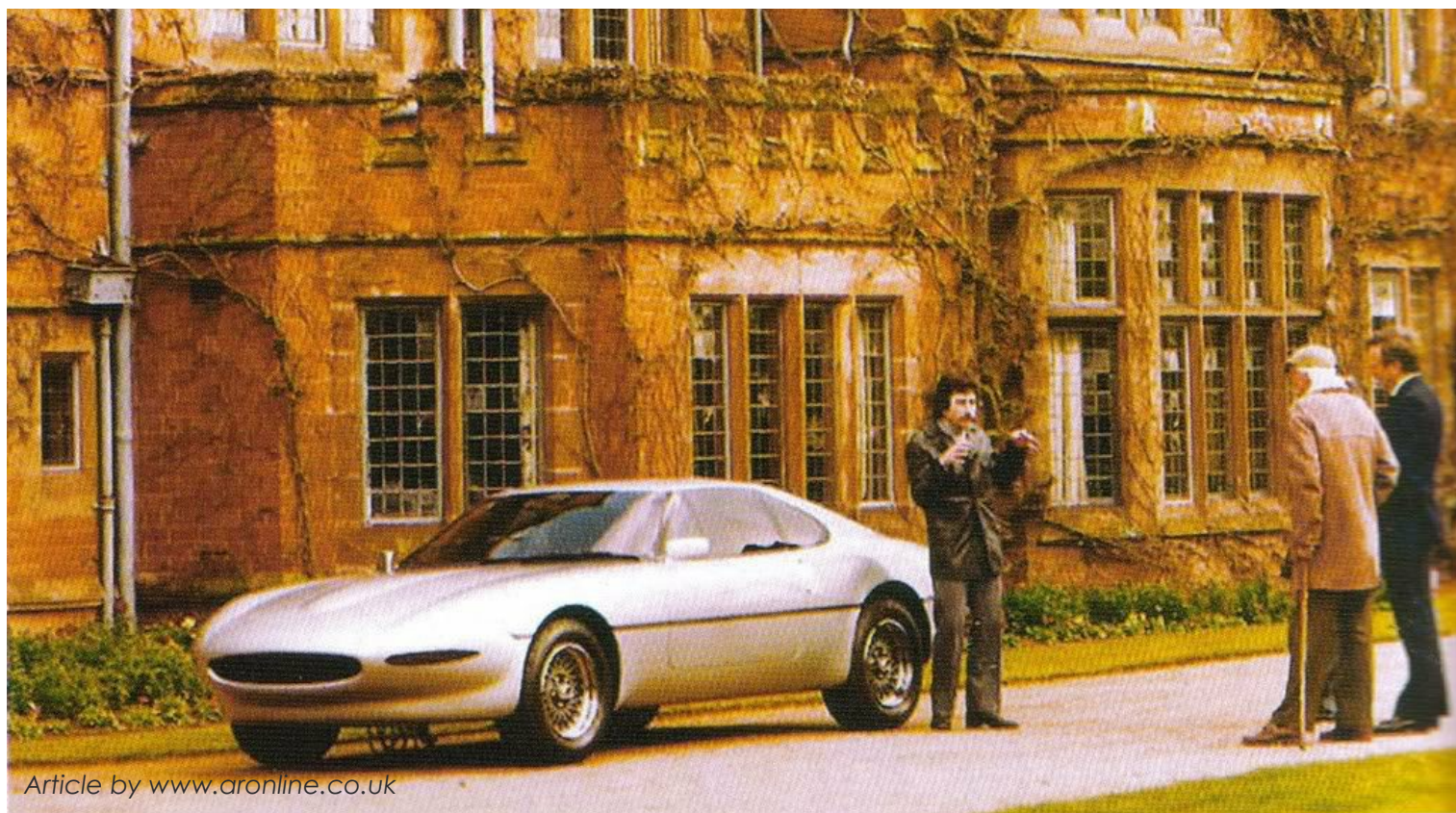
One of their prize exhibits is a Grumman Wildcat that suffered an engine failure on takeoff from an artificial aircraft carrier on one of the Great Lakes. It was rescued after over 50 years under water and rebuilt to flying standard after 60,000 hours of volunteer labour. They managed to find the trainee pilot who had the accident who had gone on to serve in the war and was still alive. When he came to see the aircraft and sat in it all that time later he wept, hardly surprising really. The guide was full of stories like this, which brought the museum to life and made for a very interesting tour.

Many of you will have had emails from before imploring you to check out Jay Leno's weekly show on YouTube. One of his latest shows is all about an XK120 Hot Rod (and I really want one!). Check out the video on

<https://www.youtube.com/watch?v=lyF8lgxZAZw#t=19>

Jason Len, the guy who built the car has his own website: www.xks.com which shows some of his work. You could even order one yourself, after all it is only money! I notice that he even sells fitted luggage from our old friends Hillsalve.





Article by www.aronline.co.uk

CONCEPTS & PROTOTYPES XJ⁴¹/₄₂

FOLLOWING the inability of the XJ-S to convincingly replace the Jaguar E-type, there was an internal pressure from the design and engineering teams to produce a genuine and traditionally styled replacement for the car.

It was to be a Jaguar, which would wear the F-type moniker with conviction. The project was officially kicked off during the spring of 1980 – a significant time for the company for a number of reasons.

John Egan had finally been persuaded to take charge of the company, and with his appointment came the commitment from Sir Michael Edwards that Jaguar would fully regain its independence within the BL empire.

The XJ40, which had been on the back-boiler since 1973, would finally be signed off for production in July 1980.

The XJ-S model was at the absolute low point of its career, and although it would enjoy an Indian-summer during later years, in 1980, it was unloved and unwanted.

Jaguar had serious expansion ambitions in the USA, and the F-type (along with XJ40) would allow for such growth.

First Thoughts

So the XJ41 (Coupé version) and XJ42 (drophead version) took shape quickly in these early months, and as the XJ40 was now nearing production (and a planned 1984 launch date), the engineering configuration

would be based closely on the saloon car. Originally, the idea was for the XJ41/42 to use the AJ6 engine (which would appear in the XJ-S in 1983), thus fitting in a range which was planned to look like this: XJ40 – XJ41/42 – XJ-S.

The designs were obviously inspired by the E-type, but were very much a modern interpretation of the ideal. So, that meant a low-drag shape, smooth and bumperless front and rear, and curves galore. Another obvious influence was the 1978 XJ-S Spider, as styled by Leonardo Fioravanti, Sergio Pininfarina and Renzo Carli of the great Italian styling house, Pininfarina. Jaguar was in on the



development of this car, having donated the ex-development XJ-S to Pininfarina to work on.

With the styling and engineering of the XJ41/42 coming into focus quickly, BL management wasted little time in backing the car. Sir Michael Edwardes gave the car his approval, and it was signed off for production in July 1982. Development moved swiftly on – by January the following year, styling models were being entered into customer clinics, and a launch date of March 1986 was set.

The six-cylinder coupé and convertibles were always going to be called the F-type, and that meant that they were going to be much sportier than the XJS, majoring on handling and manoeuvrability, as opposed to taking on the role of



The 4-litre version of the AJ6 was installed, and a twin-turbo version developing 330bhp was developed. Thanks to the success of Jaguar at the time, and the expansion in sales and profits, the company felt increasingly confident about the F-type. More weight was added, and it became greater in girth – so much

the new AJ6 versions, the cabriolet and the full-blown convertible.

1987 appears to have been when the seeds of the XJ41's destruction were initially sown. The carry-over XJ40 suspension system was questioned, the turbo and 4WD derivatives were firmly cast to the fore, the crash structure was again revised, the interior changed for a bespoke design. These heavier and more powerful versions had been originally suggested in 1985, to counter the car's increasing weight and girth – but in the end, these were taken as the standard versions in a 1987 review of the project.

In 1988, the F-type gained four wheel drive on the turbo-charged version, which added further weight and complication. No doubt, it was moving further away from "purist" XJ41/42 of 1980-1982.

The F-type was by now entering the final stages of its development. 1988 saw continued clinicking, and positive results buoyed Jaguar's confidence in the project. Certainly, these were rich years for the company, and it was felt that the F-type would go on to be a notable success for the company.

The German coachbuilders, Karmann were commissioned to build three fully finished prototypes, which would undergo final testing



grand tourer. Performance looked good – a top speed of 159mph and 0-60 time of 6.6 seconds was recorded in development, and there would be more to come in later years.

so, that it became wider than the XJ-S and – remarkably – less commodious. Still, the matter of replacing the XJ-S became less pressing, thanks to its burgeoning success, thanks to

Changing Focus

As the project progressed, problems started to manifest themselves. The XJ40 was delayed, and the knock on effect was that the XJ41/42 was also put back: a 1986 launch date moved back to late-1988. This provided further tests for the Jaguar development team, because during the Eighties, rival manufacturers were producing increasingly powerful cars, and this meant that the XJ41/42 had to raise its game to meet the challenge.



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before tooling up for production. By now, the two body styles were settled upon: the convertible and a coupé, which had a Rover Tomcat style lift-out roof.

Quick In Testing

According to CAR magazine, the twin-turbo targa version easily exceeded 170mph in tests at Nardo in Southern Italy, and although the F-type was overweight, massively delayed and unlikely to see production until 1994, it still generated much excitement in the press. Everyone wanted to see the introduction of Jaguar's F-type.

Sadly, it was not to be. Ford bought Jaguar lock, stock and barrel at the end of 1989, and immediately set about a full review of the company. Every project was put under microscopic review, and when Ford's management saw just how much investment Browns Lane would need in order to compete effectively in future years, it decided to make this (and the quality of the cars already in production) a priority. The F-type didn't stand a chance: it was late and overweight and the whole project had lost focus.

According to Jeff Daniels, weight really had ballooned: "The original XJ41 production target of 1500kg set in May 1986 had grown to 1597kg by September 1988, and no less than 1807kg by March 1990. Among the concept changes

inflicted on the design department, mostly during 1987, were the replacement of a Coupe boot by a rear hatch, new interior styling, the adoption of twin targa roof panels to allow stowage in the boot, and the adoption of a tilt, rather than axially adjustable steering column."

He continued: "The rear hatch decision meant the development of two largely different bodies from the B-pillar aft, whereas in the old XK120/150 tradition, the originally proposed fixed-head coupe with boot would have been much more derivative..."

The project was canned in March 1990, after management decided the project was ready to slip

further back (into the 1995 model year), and this would put it into direct conflict with the upcoming X300 Project (at the time, known as XJ90).

The XJ41/42 represents a wonderful opportunity lost for Jaguar, and although it was still a beautiful car to look at. Yes, in its overweight form at the end of the development phase, it deserved to die because it was a project that lost focus and direction, it still amounts as a lost opportunity. And this is because one can only wonder what the original "pure" concept would have been like on the road: a firmer XJ40 chassis in a lighter and slippery body amounts to one hell of a proposition. It is a shame that the company lost focus of that during the "fat" years of the Eighties, deciding instead to lose commonality with its saloon cousin and stuff it to the gunwhales with extra equipment.

We are still anxiously waiting for a replacement to the E-type, thirty years after production ended.



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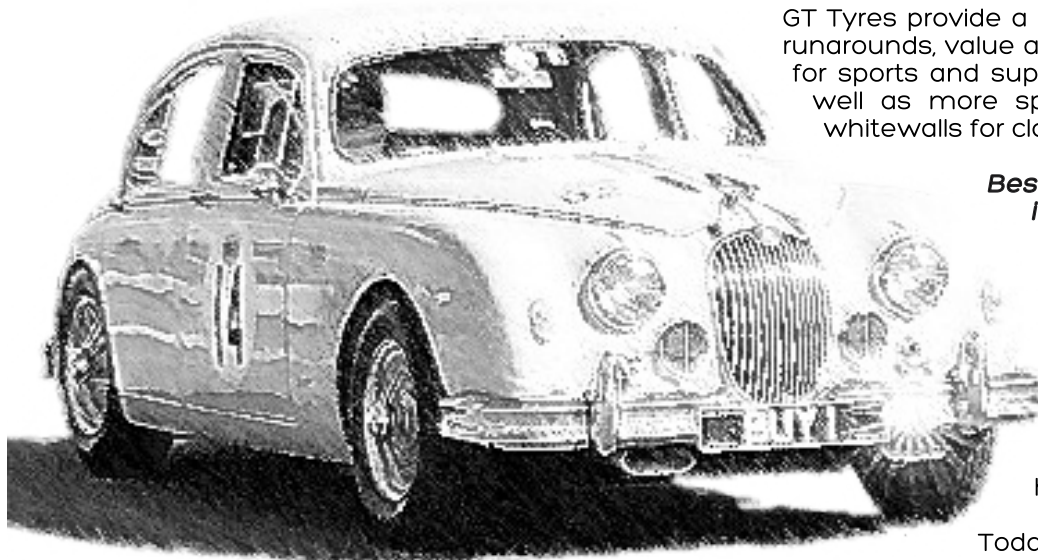
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Styling Clinic Models

Before his death in 1984, William Lyons was asked for his opinion on the XJ41 and XJ42.

Despite having been in retirement for some time, his opinions counted for a great deal at Browns Lane.

As it was he was reported to have been pleased overall with the design, but did suggest one or two changes (which were implemented) in the prototypes.



So What happened To The F-Type

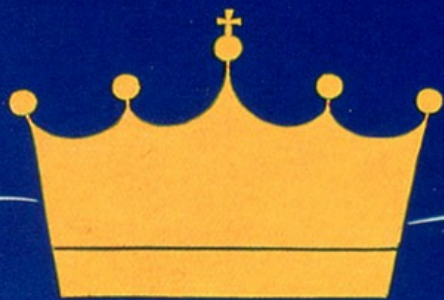
Still, all the work on the F-type did not go to waste. Ford also picked up Aston Martin in the late-Eighties, and felt that a new and lower priced car was needed in the A-M range in order to introduce the delights of the company to a wider audience.

Ford drafted in Tom Walkinshaw Racing (TWR) to assist with the development of the new car (and a facility to build it), and given both organizations' close involvement with Jaguar, it comes as no surprise that the parts bin at Browns Lane was dipped into.

So, the spiritual replacement for the DB5/DB6 would be Jaguar based. Elements of the XJ41/42's body engineering was taken aboard, and where this was too complex for a "low-cost" Aston-Martin, XJ-S parts were employed.

So, if you see a visual similarity between the DB7 and the XJ41/42, now you know why!





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A COINCIDENCE

A farmer went to a local bar and ordered a glass of champagne. The woman sitting next to him said:

'How about that? I just ordered champagne, too!'

'What a coincidence' the farmer said. 'This is a special day for me. I am celebrating.'

'This is a special day for me too, I am also celebrating,' said the woman.'

'What a coincidence!' said the farmer.

As they clinked glasses he added: 'What are you celebrating?'

'My husband and I have been trying to have a child and today my gynaecologist told me that I am pregnant!'

'What a coincidence!' said the man. 'I'm a chicken farmer and all last year my hens were infertile, but today they are all laying eggs again.'

'That's great!' said the woman, 'How did your chickens become fertile?'

'I used a different cock,' he replied.

The woman smiled, clinked his glass and said, 'What a coincidence!'

LITTLE JOHNNY

A school teacher asked her students to make a sentence containing the expression "I presume".

One little girl held up her hand and said, "Yesterday my mother hand washed the dinner dishes and I presumed that the dishwasher was broken."

"Very good", said the teacher.

Another one said, "This morning, my father drove the Volkswagen out of the garage. I presume that the BMW wouldn't start."

"That's excellent", says the teacher.

Little Johnny at the back of the classroom gets up and says, "Yesterday I saw grandpa leave the house with a newspaper under his

arm and headed for the bush, I presume that....."

The teacher interrupted him and said, "I stopped you because you have no idea what your grandfather was going to do, so you can't presume anything."

Johnny says, "Please Teacher, let me finish my sentence."

The teacher says, "Very well. Continue."

"As I was saying, I saw my grandpa heading for the bush with a newspaper under his arm. I presume he was going for a sh*t because he can't read."

ARE YOU MENTAL?

During a visit to the mental asylum, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalised.

"Well," said the Director, "we fill up a bathtub; we then offer a teaspoon, a teacup, and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No," said the Director, "A normal person would pull the plug. Do you want a bed near the window?"

THE MOUNTIE

A woman went into a bar and saw a Canadian Mountie with his feet propped up on a table. He had the biggest boots she'd ever seen.

She asked him if was true what they say about men with big feet.

The Mountie grinned and said, "Sure is, little lady. Why don't you come over to the barracks and let me prove it to you?"

The woman wanted to find out for herself, so she spent the night with him.

The next morning she handed him a \$100 bill.

Blushing, he said, "Well, thanks, ma'am. I'm real flattered. nobody ever paid me for my services before."

She told him, "Don't be flattered... take the money and buy yourself boots that fit."

TALKING CENTIPEDE

A single guy decided life would be more fun if he had a pet.

So he went to the pet store and told the owner that he wanted to buy an unusual pet.

After some discussion, he finally bought a talking centipede, which came in a little white box to use for his house.

He took the box back home, found a good spot for the box, and decided he would start off by taking his new pet to the pub for a drink with him.

So he asked the centipede in the box, "Would you like to go down the pub with me today? We will have a good time."

But there was no answer from his new pet.

This bothered him a bit, but he waited a few minutes and then asked again, "How about going down the pub with me?"

But again, there was no answer from his new friend and pet. So he waited a few minutes more, thinking about the situation.

The guy decided to invite the centipede one last time.

This time he put his face up against the centipede's box and shouted, "Hey, in there! Would you like to go to the pub with me?"

This time, a little voice came out of the box:

"I heard you the first time! I'm putting my fu**ing shoes on!"

MORNING SEX

She was standing in the kitchen, preparing our usual soft-boiled eggs and toast for breakfast, wearing only the 'T' shirt that she normally slept in.

As I walked in, almost awake, she turned to me and said softly, "You've got to make love to me this very moment!"

My eyes lit up and I thought, "I am either still dreaming or this is going to be my lucky day!"

Not wanting to lose the moment, I embraced her and then

gave it my all; right there on the kitchen table.

Afterwards she said, "Thanks," and returned to the stove, her T-shirt still up around her neck.

Happy, but a little puzzled, I asked, "What was that all about?"

She smiled and said, "The egg timer's broken."

TAX INSPECTOR

The Inland Revenue suspected a fishing boat owner wasn't paying proper wages to his deckhand and sent an agent to investigate him:

AUDITOR: "I need a list of your employees and how much you pay them".

Boat Owner: "Well, there's Clarence, my deckhand, he's been with me for 3 years. I pay him £1,000 a week plus free room and board. Then there's the mentally challenged guy. He works about 18 hours every day and does about 90% of the work around here. He makes about £10 per week, pays his own room and board, and I buy him a bottle of Bacardi rum and a dozen Budweisers every Saturday night so he can cope with life. He also gets to sleep with my wife occasionally".

AUDITOR: "That's the guy I want to talk to - the mentally challenged one".

Boat Owner: "That would be me. What would you like to know?"



PRISON SENTENCE

I was sent to prison and I said to my cell mate, "I won't be in here long." He replied,

"Well the judge did give you 6 years."

"Yeah I know, but I think my wife will break me out, she's never let me finish a bloody sentence before."

SITTING EXAMS

A teacher at West Australian High School reminded her pupils of tomorrow's final exam. "Now listen to me, I won't tolerate any excuses for you

not being here tomorrow. I might consider a nuclear attack, a serious personal injury, illness, or a death in your immediate family, but that's it, no other excuses whatsoever!"

A smart-arsed teenager at the back of the room raised his hand and asked, "What would happen if I came in tomorrow suffering from complete and utter sexual exhaustion?"

The entire class was reduced to laughter and sniggering.

When silence was restored, the teacher smiled at the student, shook her head and sweetly said,

"Well, I would expect you to write the exam with your other hand."

SENILE SISTERS

Once the photographer arrived he asked the sisters to sit on the sofa.

The deaf sister said to her twin, "WHAT DID HE SAY?"

"WE GOTTA SIT OVER THERE ON THE SOFA!" said the other.

"Now get a little closer together," said the cameraman.

Again, "WHAT DID HE SAY?" "HE SAYS SQUEEZE TOGETHER A LITTLE." So they wiggled up close to each other.

"Just hold on for a bit longer, I've got to focus a little," said the photographer.

Yet again, "WHAT DID HE SAY?"

"HE SAYS HE'S GONNA FOCUS!"

With a big grin, the deaf twin shouted out, "OH LARD JESUS! BOTH OF US???"

SENIORS ALIMENTS

A group of seniors were sitting around talking about all their ailments at Starbucks.

"My arms have got so weak I can hardly lift this cup of coffee," said one.

"Yes, I know," said another. "My cataracts are so bad; I can't even see my coffee."

"I couldn't even mark an 'X' at election time because my hands are so crippled," volunteered a third.

"What? Speak up! What? I can't hear you" said one elderly lady.

"I can't turn my head because of the arthritis in my neck," said one, to which several nodded weakly in agreement.

"My blood pressure pills make me so dizzy!" exclaimed another.

"I forget where I am, and where I'm going," said another.

"I guess that's the price we pay for getting old" winced an old man as he slowly shook his head.

The others nodded in agreement.

"Well, count your Blessings," said a woman cheerfully. "Thank God we can all still drive."

FIFTY SHADES OF GREY

The missus bought a Paperback, down Shepton Mallet way, I had a look inside her bag;... T'was "Fifty Shades of Grey".

Well I just left her to it, And at ten I went to bed. An hour later she appeared; The sight filled me with dread.

In her left hand she held a rope; And in her right a whip! She threw them down upon the floor, And then began to strip.

Well fifty years or so ago; I might have had a peek; But Mabel hasn't weathered well; She's eighty four next week!!

Watching Mabel bump and grind; Could not have been much grimmer. And things then went from bad to worse; She toppled off her Zimmer!

She struggled back upon her feet; A couple minutes later; She put her teeth back in and said "I am a dominator!!"

Now if you knew our Mabel, You'd see just why I spluttered, I'd spent two months in traction For the last complaint I'd uttered.

She stood there nude and naked Bent forward just a bit I went to hold her, sensual like and stood on her left tit!

Mabel screamed, her teeth shot out; My God what had I done! She moaned and groaned then shouted out: "Step on the other one!!"

Well readers, I can tell no more; Of what occurred that day. Suffice to say my jet black hair, Turned fifty shades of grey!!

FIFTY SHADES OF GREY BY PAM AYRES

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:

editor@jecsouthwales.co.uk



Article from www.topgear.com

A TOUR AROUND THE JAGUAR XE'S ENGINE FACTORY

After months of teaser shots and build-up, we've finally had a go in the 3-Series-baiting Jaguar XE, driving both V6 petrol and four-cylinder diesel versions.

The latter marks the first appearance of JLR's new 'Ingenium' engine family, which will be built at a new 100,000 square metre site in Wolverhampton, the product of a £500m investment.

The Ingenium platform is modular, with 500cc per cylinder. It will major on four-cylinder units - so 2.0 litres in size - which will form the lynchpin of JLR's bulk sellers, including the XE and new Land Rover Discovery Sport. The modular setup means 1.5-litre three-cylinder, 3.0-litre six-cylinder and 4.0-litre eight-cylinder configurations are all technically possible.

The new facility, officially opened back in October 2014 by the Queen, sits in JLR's triangle of British

car production plants. As well as huge investment in its production facilities - 150 high-tech machines across three lines - there's also been a big focus on the site's sustainability. Its roof is covered by 21,000 solar panels, which on the sunniest of days will provide a third of the factory's power. Rainwater is harvested below the factory. And there's a wildlife

corridor running underneath the facility to minimise its impact on local habitats.

It's also a big deal for the UK. There's an Ingenium engine plant in China, but supplying only its home market. Every four-cylinder JLR engine outside of China will have been built in Wolverhampton: half a million a year is the eventual target.

"It's a strong statement from Jaguar Land Rover for Great Britain," says JLR's director of manufacturing, Wolfgang Stadler. "It would have been the wrong approach to go to a low-cost country. We have some responsibility for the country and for the employees. We are creating 1400 jobs in this plant and 5000 in total including the wider economy.



It's our responsibility as a British company, we have to do that."

The opening of production 'Module 1' - which will crank out the XE's 161 and 178bhp 2-litre Ingenium diesels - is the first of "50 significant product actions in the next five years," according to Stadler.

'Module 1a', which is currently barren of tooling, will produce JLR's 2.0-litre petrol four-pots when they arrive in 2016.

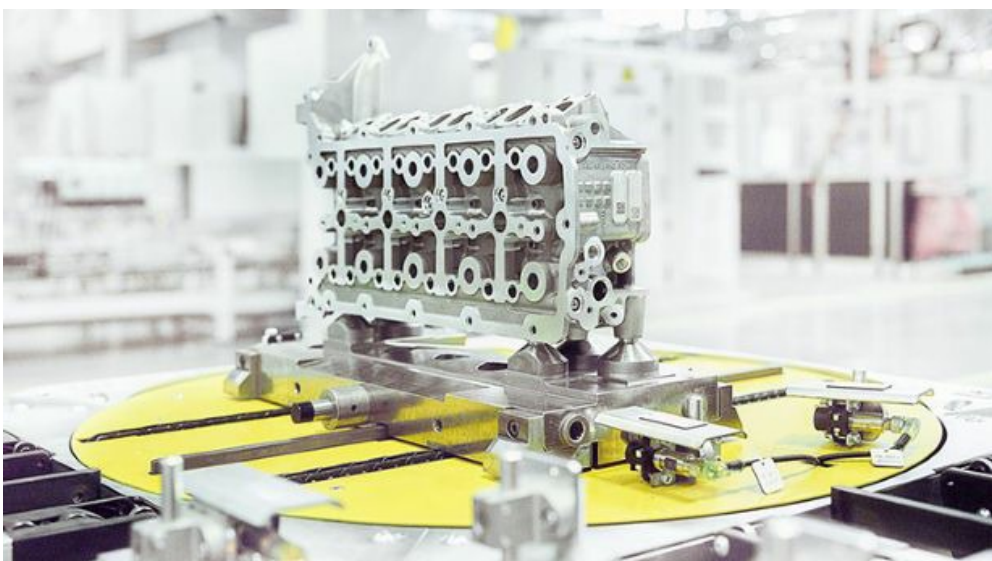
We ask what comes after that, given the flexibility of the Ingenium platform. Will Jaguar's bigger engines be made here, too? "In principle we have flexibility to do either more cylinders or less cylinders, and the facility is also built in a way that we'll be flexible enough. We have all options still in place," Stadler tells us. "You could even do a 12 cylinder if you want! But it's very unlikely. That will not happen!" Shame.

Ingenium's flexibility includes the ability to incorporate hybrid technology, though, should this be a route JLR explores for the mainstream. Given the huge outputs both Audi and Volvo have extracted from four-cylinder engines lately, it's also interesting to hear of Jaguar's ambition with its 2.0-litre.

"The internal combustion engine has a lot of potential for both power and efficiency," says JLR's executive director, Mike Wright. "Our powertrain design and engineering guys in Coventry are working relentlessly to see how much power they can extract out of the engine."

Could that, TG asks, spell proper performance Jaguars powered by just four cylinders?

"Powertrains have a number of usages. I'm not making any



announcements today," says Wright. "We're just making sure we get the right engines out for the XE product. That's the first stage." It's certainly not a denial.

Wright is also a keen advocate of significant investment in JLR's

"It's a greatly significant step for us and it demonstrates our commitment to the UK economy, and the UK as our home base. It will act as a magnet to attract suppliers back into the region and it's a real statement of confidence in the ability of the British



home country, though he does admit the selection process did consider building engines outside of the UK, before settling on Wolverhampton.

people to produce a plant of this quality."

Wright repeatedly talks of JLR being "globally competitive". That word 'global' frequently crops up. Incidentally, a Brazilian factory is being constructed, housing Discovery Sport production from 2016. It's another significant step in JLR working towards annual production of one million

cars (435,000 were made last year). It's probably not going to take long.



2015 EVENTS CALENDAR

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

MARCH 2015

Sun 22nd Jaguar Spares Day Stoneleigh
28-29th Practical Classics Restoration Show

APRIL 2015

Mon 6th Coleford Carnival of Transport
Sun 26th Annual Drive it Day

MAY 2015

2-4th Donington Historic Festival
Sun 3rd Monmouth Steam & Vintage Show
Sun 17th SWCCC Annual Classic Car Show
16 - 17th Beaulieu Spring Autojumble
National Motor Museum, Beaulieu.
Mon 25th Vale of Glamorgan Classic Car Show

JUNE 2015

3-4th Le Mans 24 hr
Sun 14th Barry Festival of Transport
TBA Berkely Castle Car Show
13-14th Bristol Classic Car Show
Sat 20th Castle Combe Classic & Retro Action Day
Sun 21st Berkeley Castle
25 -28th Goodwood Festival of Speed

JULY 2015

TBA Pontardulas Classic Motor Club Show
10-12th Vintage Festival At Pembrey County Park
Sun 19th Sherborne Castle Classic Car Show and Rally
24 - 26th Silverstone Classic

AUGUST 2015

1-2nd South Gloucester Show
Sun 9th Three Cocks Steam & Vintage Rally

SEPTEMBER 2015

5 - 6th Beaulieu International Autojumble
11 - 13th Goodwood Revival
Sunday 20th Margam Park Show

OCTOBER 2015

Sat 3rd Castle Combe Classic Action Day
Sun 11th Malvern Classic Car Show

DECEMBER 2015

TBA Regional Christmas Dinner

Please also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series.

See also the web site - www.classicshowsuk.co.uk

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If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact the regional representative.

MONTHLY MEETING DATES 2015

From May 2014 our monthly meeting has changed to the **3rd Wednesday evening in the month**. This has become necessary due to the venue now closing at 9pm on a Monday. By switching to a Wednesday it allows us to stay later as we have always done.

The venue remains unchanged: **BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ.**

2015

Wednesday 15th April

Wednesday 20th May

Wednesday 17th June

Wednesday 15th July

Wednesday 19th August

Wednesday 16th September



MONTHLY MEETING

Held on the **3rd Wednesday** of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

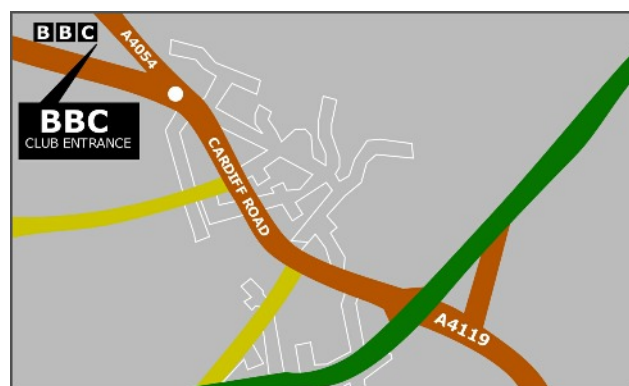
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.





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