

Brisbane Regional Register News

Cat Chat

Edition 12

August 2018

Jumpers and Jazz + day drive

On a wonderfully crisp but sunny Saturday morning 21st July, Brisbane Register members gathered at the quiet Jubilee Park in Beaudesert. Well the park is usually quiet but this morning was busy with stall holders and musicians, all readying for a local event. Our line up of Jaguars ancient and modern for the obligatory photo shoot did not happen as the cars jostled for any parking positions on both sides of the street.

Phil and Ruth called the eager faces together for the schedule instructions to be handed out and important topics mentioned but right at that time the local Harley Davidson brigade started engines for their own departure. *How come the law enforcement officers would clamp down on my exhaust volume if it was considered*



Members listening to a talk on the Robotic Milking machine. Joan is not sure of the earthy smell



Believe it or not—this machine is a milking robot, We can only see part of the leg of the cow as she is being milked.



Your Brisbane Committee

Chairperson

Ian Lind

P: 0438 629 598

E: ijlind@bigpond.net.au

Secretary Treasurer

Joy Cooper

P: 0419 732 091

E: joy.cooper@cooperation.com.au

Assistant Secretary Treasurer

Neil Summerson

P: 0419273296

E: nesjas@bigpond.net.au

Committee Members

Phil Sperryn

Ruth Bodey— Cat Chat Compiler

P: 0412 187130

E: phil.ruthb@gmail.com

Lloyd and Lorraine Andersen

P: 3294 8960

E: lloydjaglover@iprimus.com.au

Jeanette Lind

P: 043829 598

E: ijlind@bigpond.net.au

Jim Bowden & Lucy Saunders

P: 0412991747

E: bowden8@hotmail.net.au

Brian Hine

P:

E: Hineonline_1@hotmail.com

Have you have forgotten to renew your membership?
If so please consider doing so!

too loud but some motorcycles can imitate the low level pass of a Concorde, deafening and annoying everybody in a wide vicinity? Stepping down from my hobby horse and giving up on the drivers briefing the group headed south for our first and unlikely stop, The Robotic Dairy at Tamrookum.

We all knew we were at a dairy farm by the earth smell pervading the air. Some thought the earthy smell reassuring and rural, others thought it a bit of a pong!

After tea and biccies Farmer Greg sat us down in front of a massive milking machine. The robot milker has to be pretty massive as the cows being milked weigh up to 800kgs. Each cow has a magnetic collar and the system of computers recognize each one. If it is time for the cow to be milked the gate will open, if not the cow is diverted away back to the field. As the cow settles in for a grain + supplement feed little brushes clean the teats and the milking cups are laser guided into place. The quality and quantity of the milk is measured, as are reference points for the cow's general health. After milking, the exit door opens and the cow wanders off to a rotating brush that administers a shoulder and neck massage. No wonder the cows come back for more- 3 times a day. The Robotic Milking goes on 24/7 so when farmer Greg is tucked up in his bed the farm work continues all of its own accord.

Time to leave our bovine buddies and head for Boonah for our lunch stop. Menus had been studied and choices made in the days before lunch so the Commercial Hotel had a heads up and could avoid the lengthy wait ordering upon arrival for 27 meals. The system worked too well as meals were being placed on the table almost before we had sat down.

After lunch a 10km drive along the Boonah- Fassifern Rd saw us arrive at the Templin Historical Village. Karen our volunteer guide, welcomed the group and shared some history on the Templin Village School opened in 1892. The classroom still has the desks with their slates and slate pencils and the later addition of ink wells! Teaching aids hung on the walls. The corporal punishment record book was on display. Two "cuts" of the stick for continued talking, 4 "cuts" for throwing stones. Tut Tut! Outside the classroom the village contains a slab hut, play shed, telephone exchange with its electricity generating windmill, timber industry shed, house of fashions dating from the 1880's. A running steam log sawing engine and running stationary engines. So much that our time at the Templin Historical village proved too short.



Lunch at the Commercial Hotel in Boonah



Karen Douglas—in real life a school teacher and Templin Museum volunteer



Mid afternoon, our merry band said good bye to half of the group whilst those who remained powered on up through Cunningham's famous gap and to our Motel at Warwick.

That evening a couple of Maxi Taxis took us into the main street and the Criterion Hotel for a beer. The historic hotel now ruined with the overflow of poker machines, bad music and the worse glass of white wine. We walked through a cold and virtually empty township to our dinner booking.

The next morning greeted with ice on the cars but brilliant sunshine. The 3 Jaguars in our group that were considered a little more historic were asked to join a very large eclectic mix of cars in the main street now transformed the previous evenings torpor. Sun shining, Jazz bands playing, the trees wearing their jumpers being admired by hundreds of happy people.



Just a few of the beautiful cars attending the day drive



No—that's not mould on Phil's sun roof. Its ice!!

Thank heavens we had booked a breakfast table and most chose the buffet option with many trips to the serving tables. After much coffee and chatting the group faded into the main street background and eventually headed for home.

All in all quite a successful weekend!!

Words by Phil Sperry



Just one of the very colourful trees decorating the main St of Warwick—cars displayed in Palmerin St in the background.



Farmer Greg, gives us a talk on life on the Robotic Dairy Farm—note the cows patiently standing in line (in the background)

Please send your articles and contributions to Cat Chat to phil.ruthb@gmail.com

Upcoming events



Brisbane Regional Register News

Date Claimers

-  **Thurs 2nd Aug**—Chassis Based Register— Lloyd Andersen 32948960 see Page 8
-  **15th August**—Drive to **Mt Mee** for lunch at Ocean View Winery - more info see below
-  **Sun 26th Aug - Peak Crossing**—A day in the country charity event. **Sorry registration now closed.**
-  **Tues 11th Sept-General Meeting** Yeronga Services Club. 7.30. Come early for dinner if you wish.
-  **Thurs 20th Sept - Past Chairman's Drive** Fassifern Valley, including a visit to an historic homestead. See page 5
-  **Sun 23rd Sept - All British Day** -St Joseph's College Sports Ground Tennyson. See page 6
-  **Wed 17th Oct-Day Drive Kenilworth Cheese Factory and area.** More info in next Cat Chat - Jeanette & Ian Lind 0438629598
-  **Tues 30th Oct-QPAC Priscilla Queen of the Desert**— More info - Jeanette Lind closes 1st August 043829598



OCEAN VIEW WINERY

Wednesday 15 August 2018 Noon



Experience a pretty run up to Mt. Mee, then enjoy a fine dining lunch with your friends from the Jaguar Drivers Club.

Ocean View Estates Winery & Restaurant
2557 Mount Mee Rd, Ocean View.

A la carte menu and your choice of beverages.

Winery purchases available.

Please advise Jim or Lucy before 10 August 18, bowden8@hotmail.net.au 0413 130 009

Reserved table for 16

A la carte food and wines

Please Note:

WHY IS THE BRISBANE REGISTER USING MAILCHIMP?

If you are reading this then you have successfully found your way to the Cat Chat newsletter. Congratulations, it seems not all can do that. It has been necessary to change the way emails are sent to Register Members for two reasons. Firstly, many email service providers limit the number of emails which can be sent in a given period. Using those service providers means that emails have to be sent in small lots over a number of days which is inconvenient and negates the ability to provide information to all members in a timely manner.

Secondly, gmail has started rejecting emails which it considers to be spam purely based on the number being sent. There are about 30 gmail users in the Brisbane Register and emails to them are increasingly being rejected.

To overcome these issues we are using a service called MailChimp. There is no cost for low volume users and the only information held is the email addresses. Not even names are held so any privacy concern is minimal. Attachments cannot be sent using MailChimp which is why it is necessary for you to download any files such as the Cat Chat newsletter. You can save them on your computer if you wish.

Past Chairman's—JDCQ Day Drive- Fassifern

Date: Thursday 20th September

Meet: 9.15 am Peak Mountain View Park—Opposite Peak Crossing State School - 1323 Ipswich Boonah Road, Peak Crossing.

Drive: to Flavours Café Boonah for Coffee to arrive at 10.00am.

Visit: Coochin Coochin Homestead at 10.45 –to 11.00. Guests of Tim and Jan Bell.

Lunch: at Kooroomba Vineyard 12.00 midday for their daily roast and pavlova and tea/ Coffee at \$28 per head. Pay at the vineyard. Wine of course available to purchase.

RSVP: 12th September to Joy Cooper— joy.cooper@cooperation.com.au or 0419732091



Words from Lloyd Andersen about the All British Day.



2018 marks 70 years since the XK120 and the Mk V were first shown at the Earls Court Motor Show, London in October 1948.

The XK120 was the first Jaguar to be powered by the twin overhead cam XK engine. The same form of engine went on to power Jaguars for near forty years.

The Mk V was the final model with a pushrod engine and the first production Jaguar with hydraulic brakes and independent front suspension.

To celebrate their 70th anniversary, we would like to arrange a display at All British Day, Tennyson on September 23.

We would like to have as many as possible Mk V and XKs on show. For XKs, we would like the whole range, XK120, XK140, XK150, C type and D type.

For Mk V it would be good to have some other pushrod engine Jaguars as well.

If you would like to participate please advise Lloyd Andersen a.s.a.p. by email to

lloyd1jaglover@iprimus.com.au

with your name and the model of your car.

ALL BRITISH DAY!

Sunday 23rd September, 2018
St Joseph's College Sports Ground, Tennyson.
Gates open at 7.30am. Display Car plus Passengers \$20.
Pedestrians \$2, Parking \$5. First 600 vehicles get metal badge.
More Info: www.allbritishdaybrisbane.org.au
Tel: David Robinson 0417 731 455

WELCOME TO NEW MEMBERS

Marcus Featherstone XKR

Keith & Dawn McNeil XJC

David & Gail Paratz E Type (returning member)

Please - remember to keep your contact details postal address and email address up to date and advise of change of cars to both the secretary Joy Cooper joy.cooper@cooperation.com.au and also please update your personal details on the website directly.

It is the database held with the editor of the website that is used for mailing out the club magazine and email correspondence such as membership renewals.

1951 Jaguar XK120 fixed head coupe

After World War 2, Jaguar developed a new 3.4 litre twin overhead cam engine, which in production form was known as the XK. This engine design was progressively improved and used in Jaguars for over thirty years.

At the same time, Jaguar developed a new chassis with independent front torsion bar suspension which would also be used in Jaguars for many years. It is believed that the fifth prototype was the one adopted and the first model of Jaguar saloon to use that chassis design was thereby called Mark V. This model was of pre-war styling and powered by the pre-war pushrod engine.

It was intended that the new XK engine would be reserved for the completely new saloon body design that would become known as the Mark VII (for reasons not discussed here). However, William Lyons was anxious to display the new engine at the October 1948 London Motor Show. He had a shorter, narrower version of the new Mk V chassis design built to mount the new XK engine and a sporty roadster body built to clad it and attract attention. The car on show was titled the XK120. The 120 being the expected top speed in miles per hour.

The XK120 was meant to be no more than a concept, but it created such a sensation that Jaguar had to put it into production in 1949. Some customers wanted a fixed solid roof, so the fixed head coupe was developed in 1951. In 1953 a third form, the drophead coupe entered production.

The XK120 was a strictly two-seater and considered by many to be a bit cramped, so in 1954 the styling of the coupes was changed to a 2+2 form and named the XK140. Body styling was modernised in 1957 and named the XK150.

My car was one of the first batch of XK120 fixed heads, built in July-August 1951. The chassis number is 679029, which makes it the 29th XK120 fhc and the earliest currently in Australia. It was sold new into France, then taken to Canada in the late fifties where it fell into disrepair. A restoration was begun but stalled for thirty years



before being sold into New Zealand. The NZ buyer decided it was all too hard and so advertised it on ebay whence it was bought by me in 2010.

A comprehensive restoration has followed with some details being reported in past issues of Jaguar Driver magazine. The work is complete, and the car is resplendent in silver grey metallic with red trim, as it was when first built in 1951.



"YOU'VE BEEN UNDER THAT CAR FOR HOURS, DEAR, AND YOU PROMISED TO GO SHOPPING WITH ME!"

JDCQ Chassis Based Register

Invite all Queensland Jaguar Drivers Club members and friends to join us for lunch at Karalee Tavern on the first Thursday of each month. - 2nd August
Enquiries **Lloyd Andersen 32948960**

INTERSTATE MAGAZINES/NEWSLETTERS AVAILABLE

Some of the interstate Jaguar Clubs make their magazines or newsletters available to the JDCQ and send them to the JDCQ Secretary who forwards to the Regional Register Secretaries. Some are available online and some are distributed as a pdf file.

The online item can be accessed as follows –

JCCV - <https://tinyurl.com/jccvAustralia>

Available on request to the Register Secretary jdcqbrisbane@jagqld.org.au

JDCSA Classic Marque

Jaguar Car Club of Tasmania Torque

All Classic Motor Club Central Old

