



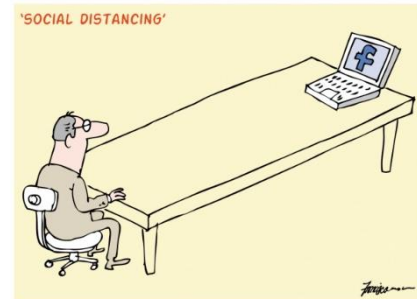
CAT'S TALES

Newsletter of the
Jaguar Drivers' Club Queensland Inc
Sunshine Coast Register

May 2020

I promise that once we are back on the road the pictorial reports of events will again take precedence over any other Cat's Tales content and editorial comment will again become minimal.

This edition, though, there is good news; well, sort of. Your Committee met recently and decided that, provided the Queensland Government Covid 19 Roadmap for easing restrictions doesn't change, we will have an event on Wednesday 24th June. So that we absolutely adhere to social distancing requirements, there will be no run, with all attendees driving to Skippy Park separately for a 10am start. It is a picnic morning tea and those attending are asked to BYO everything. Yes, there are benches and tables but, depending on the numbers attending, there may be insufficient to allow for the required social distancing. We all agreed it was not ideal and certainly not what we are so used to enjoying, but it is something. Hope to catch up with many club members that day. Photos of happy people could then adorn Cat's Tales again.



We have claimed 19th July, too, but only with a question mark. If the Roadmap runs to plan we should be able to have a normal event, at a restaurant even, and the Committee will ensure such an event is organized.

Only recently have I become aware of the Impromptu Run feature of the JDCQ website. This is particularly helpful for those with cars on Concessional Registration and is accessed through the Members' section. Simply log onto the JDCQ website at least 24 hours before your 'run', go to 'Calendar' and 'Impromptu Run' will drop down. Complete the information and you are covered to drive legally with insurance cover. Such a run can be for one vehicle or more.



Hope Covid 19 hasn't affected anyone, in any way

Now to the articles for this month.....

A NICE STORY

It all began when our neighbour, Bruce, became ill we realized that he only had a short time left to live on this earth. He is all but bed ridden now. His daughter and his sister have come to nurse him in his own home for his last days. He has been a very good neighbour and friend to Lindsay, sharing many a good yarn of his time spent in the army, serving first with the occupation forces in Japan then Korea plus 2 deployments in Vietnam.

In view of Bruce's condition and ANZAC day being in lockdown, Lindsay made up a sign to put on Bruce's fence which read:

A VETERAN LIVES HERE.

A lady and 4 children were walking past and saw the sign and came back with a plate of ANZAC biscuits for Bruce.



I thought that was lovely and decided to tell it to Jan-Maree, founder and organizer of Aussie Hero Quilts and Laundry Bags (which I sew for) as she likes to hear nice stories such as this. She immediately said she wanted to give Bruce a quilt. She had an emergency one on hand, which meant we could get the quilt to Bruce very quickly, as time was running short. To speed things along Jan-Maree asked if I could add the RAEME badge, which she provided, onto the quilt and then pass it onto him. I anxiously waited all week for the postie to deliver the card to say I had a parcel to pick up at the post office. Finally on Friday the parcel arrived at 9.30am in the letterbox. The postie doesn't usually come till about 1.30pm and I don't usually look in the letter box at 9.30am but that day I did. On opening the parcel I saw not only the RAEME badge but also a Rising Sun Badge with Bruce's official army title and his full name on it.



I was a little choked up to say the least. Anyway I quickly sewed on the badges and Lindsay and I took the quilt over to Bruce. I lied a little and told Bruce's daughter I had accidentally opened Bruce's parcel. She opened the parcel and found the quilt and letter from Jan-Maree explaining why he had received a quilt from Aussie Hero's. Emotions flowed along with many tears. Bruce stirred in his bedroom so Lindsay took the quilt in to show him. He was able to see what it was and said, "*Bloody beautiful mate. I'm cold put it over me*". Bruce's daughter has since read him the letter at a time when he was more focused.



I wanted to share this nice story.

Susan Price

Editor's note: Bruce has since passed away.

And now the last in the series of articles by Peter Lehrke

My Ice Experience –Part 3

This is the last part of my Ice Adventure 2020.

In 2019 I had factory tours at Solihull where the F Pace and Range Rover Velar, Rover and Rover Sport are built then at Castle Bromwich where the XF, XE and F Type are built (the last version of the XK and XJ were built there as well). I'd decided to visit Castle Bromwich this year as in July 2019, JLR announced its intention to build a new electric XJ saloon, replacing the manufacturing of the conventional Jaguar XJ (X351) at Castle Bromwich and when I booked the tour I was hoping that I could see these being built as XJ had its own building in 2019. But there were no new XJs being built as yet although I was told that a reborn, all-electric XJ, J-Pace SUV and "Road Rover" will be built at the centre. I was just too early. I had been following the new XJ news but, being the Jaguar enthusiast I am and being there anyway, I still went for the tour.

As an update, the site was first developed as Castle Bromwich Aircraft Factory, a shadow factory for the production of aircraft by the car industry as part of the rearmament of the UK in the pre-Second World War era. After initial problems it was brought under the control of aircraft manufacturers and became one of the largest producers of aircraft during the war. It was here Castle Bromwich produced all versions of the Spitfire from the Mk II onwards. When you arrive at the factory site there is a large roundabout called the Sentinel with profiles of three Supermarine Spitfires peeling off up into the air in different directions. The half-scale Spitfires are made of aluminium, with curving steel supporting beams which act as vapour trails. It captures the dynamics of the Spitfire in flight and commemorates the Castle Bromwich factory where most of Britain's wartime Spitfires were built. As well as learning the history of the plant which was used to build Spitfires and Lancaster bombers I also visited the WW2 hospital and morgue on site which are maintained as a museum.

I asked if I could get a good look at the press shop as that's my background so off we went. It is a very interesting building being used for production of the car's mainly aluminium parts. There are separate press lines, some with 5 stages, where apart from smaller panels being pressed, the whole side for models such as the F Type are formed in one piece through the 5 press stages starting with a flat sheet of aluminium and ending with a side panel. Amazing! For the new 2020 F Type model Jaguar has installed a new press line just to manufacture the redesigned bonnets in house whereas they were previously sourced from an external supplier. After going through the press shop, it was off to the body shop to watch the bodies being assembled mainly with self-piercing rivets and adhesives and robots – lots of robots- assembling the bodies. I was in my element as I followed the assembly in white line and watched sections come together. Finished XF and XE bodies head off to the paint shop. I also heard that the new XJ will be assembled on this line as well, no longer having a dedicated line as previously. XE models, XF sedans and Sportbrake wagons, all both LH and RH were being assembled. After completion, it's off to the paint shop they go but I couldn't: I wanted to go see the F Type manufacturing for the new 2020 models.

An interesting fact again was explanation of the design of the car platforms and the modular use and how the same parts are used in a modular design to produce all the different models streamlining the manufacturing process. The D6a is an all-aluminium platform on the Jaguar F-Type, the D7 platform was developed as the Premium Lightweight Architecture (PLA) aluminium platform for larger vehicles. There are four variants of the D7: the D7a used by the Jaguar XE, Jaguar XF (X260), Jaguar F-Pace, D7e for I Pace, D8 for E pace and the new design called The MLA (Modular Longitudinal Architecture). This is an electric platform designed to be used for all-electric drive, plug-in hybrid and mild hybrid vehicles. I understand that this will become common on all models as new releases are made. Finally off to my favourite, "The F Type" touring the body assembly and assembly line, I went. The F Type has its own building with more intensive labour than the XE/XF line but again the body assembly uses robots rivets and adhesives before the bodies go to the paint shop.

The painted bodies arrive at the assembly line doors removed for fitting and colours and walking the line there were so many 4 cylinder models being built but only 45

per day. The colour range is now larger – I was told 36 choices and some of the colours on the assembly line were magnificent. There are 4 cylinder, 6 cylinder and V8 being built but no SVR at the moment; however, the engine and drive train for that is in the new V8 R.

Final assembly, testing, water testing and more inspection before more new F types head out for delivery.

Sadly that meant my Castle Bromwich 2020 visit was over but what another adventure it had been! Luckily I got out of the UK before Covid 19 hit the UK so badly.

Calendar of Events

June 2020

24th June: Socially distanced morning tea at Skippy Park, 321 Old Landsborough Road, Landsborough. BYO everything. 10.30 start.

July 2020

19th July: Claim the Date.



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