



Interview

Q and A Dave Burton:

Life Member No. 56

Questions: Peter Thomas
Answers: Dave & Sally Burton

P: What was your first car?

D: My first car was a 1928 Ford Model T which I purchased in around 1963 for £25.00 whilst I was still at school. It didn't have rear seats so I manufactured a fishtail back for it and painted the car yellow with black mudguards. Another memorable feature was the lack of a fuel pump in a T model. If you were low on fuel and going uphill, one had to reverse to ensure gravity fed fuel to the motor.

P: How did you become interested in Jaguars or classic cars?

D: When I was around 7 years old, my dad had a Mk V 3.5 litre and this was followed later by a 2.4 Mk 1. He then purchased an XK150. My father died when I was only 21 and I bought the XK150 from the estate and Sally and I had it for 35 years.

P: How many Jaguars have you owned?

D. Apart from the Ford Model T I have already mentioned, Jaguars we have owned include;

XK150:	1969-2005 (36 years)
Mk IV	1974-1975 (2 years)
Mk V DHC	1975-1977 (3 years)
XK120	1976-1999 (23 years)
Mk 2 (3.4L)	1975-1976 (2 years)
Mk 2 (3.8L)	1983-1987 (4 years)
E-Type	1974-1985 (11 years)
XJ6 Series 1	1980-1981(2 years)
XJ6 Series II	1982-1984 (2 years)
XK8	2013-2015 (2 years)
Mk 2 (4.2)	2016 - ongoing (6 years)

Total of 93 Jaguar Years!

P: Do you know the fate of any of these cars?

D: Yes, I sold the XK150 to Club Secretary Steve Weeks who still owns it. The XK120 went to NSW and the XK8 is owned by Charles Bodman-Rae.

P: Your fondest memories owning a Jaguar or classic car?

There are of course many fond memories but the XK150 holds special memories as it was my dad's. We restored it, it was our Wedding car (along with 3 other XK's kindly loaned to us by Peter and Chris Holland) and we used it on many Jaguar Club events.

P: Perhaps a funny motoring or club experience?

D: We had a lot of events including my favourite, fun Motorkhanas, where we were all enjoying 3 legged and blindfold starts to our sprint races. I remember a few funnies including someone placing a brick under a competitor's rear wheel



to upset his start, or the competitor who beat everyone to the car only to find someone had nicked his keys from the ignition, or the guy who jumped into his car and got his trouser leg caught over the gear-stick.

P: You Joined the JDCSA in 1973 and are member number 56. What do you remember in particular about those early days of the club?



Motorkana - Sally Driving

Interview - Dave Burton (cont)

D: We were among the XK group which formed prior to 1973 and went on numerous social runs with them. After the formation of the JDCSA, there were many more occasions to use our Jaguars for family outings, picnics, displays and sporting events such as motorkhanas, economy runs, and circuit sprints at Adelaide International Raceway and Mallala.

P: You became editor in 1975-76 F/Y. Do you recall why you took on that position? Do you recall any particular challenges or issues?

D: Again, they were different times with limited members. Everyone chipped in and took turns at various roles. We used a Gestetner machine extensively using wet ink where we had to hang pages on strings to dry. We used the magazine assembly as a social occasion at member's homes where 6 to 8 people would help put the magazine together, hand stapling the pages. Everyone knew each other and there were no Registers as we have today.

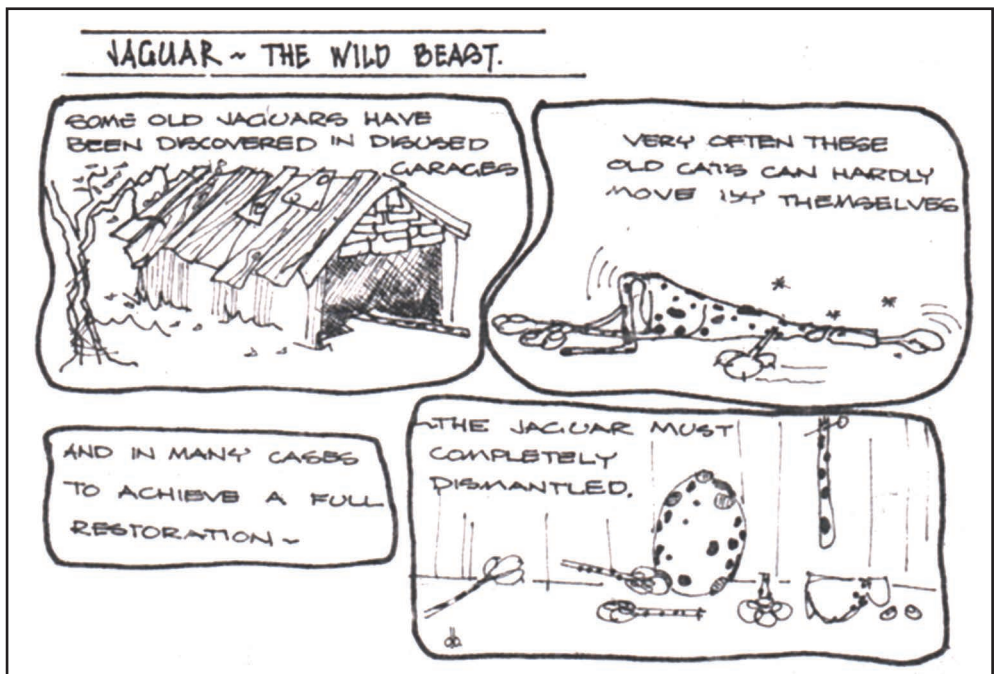
P: I assume you had a full-time job at the time. How did you manage?

D: We managed then, presumably as people do now. We used whatever spare time we had, weekends and the like. We travelled overseas and were married 7 or 8 years before we had children and that did result in me selling the E-Type and later, the XK120 and XK150 and dropping away from activities whilst the children were growing up.

P: You were editor in 1976 when the National Concours in Mildura was held. Do you recall much of that weekend?

D: Mildura was the first National Concourse the JDCSA had organised so we all helped with marshalling, while the girls worked in the judging tents and we all enjoyed the great social activities such as the dinners and dancing.

Around 350 members came from SA, Vic, NSW and WA with around 160 cars. I remember counting 11 Jaguars lined up at the local carwash. On Saturday afternoon we all assembled for a riverboat cruise, returning in time for a magnificent dinner (and sore heads on Sunday).



Interview - Dave Burton (cont)

P: As I understand in those early days of the club, SA and Vic clubs were very close and regular attendance at interstate events were common. Is that correct and do you recall some of those trips to Victoria.

D: Yes, there was a good association with a number of the Victorian Members and we shared a few good times and laughs whilst attending their events.

P: Attendance at Interstate National Concours events were also common. I assume you attended a number. Any special memories?

D: The most memorable for us was the 1975 Griffith Nationals to which we took the E-Type. Sally and I competed in our favourite event, the motorkhana (I drove and she leaned out the window collecting and placing flags in buckets or calling out directions to me when we had trouble seeing in the clouds of dust we created). It was all worthwhile as we came home after winning the National Motorkhana Championship. We also attended Mildura 1976, Swan Hill 1980 and Melbourne 1982.

P: A number of those early club members are no longer with us. Did you have any special bond or memories with any of those (deceased) members?

D: As the Club now mainly consists of older people, there have been many who are no longer with us. We miss all those members (guys and girls) because they were a large part of our social life.

P: When did you and Sally start a family? Did that effect your involvement with club?



Interview - Dave Burton (cont)

D: Amy was born in 1980, then Courtney in 1982 and finally Tom in 1984. I was also travelling overseas for work between 1978 and 1995, so time at home was very family orientated. The cars had to take a back seat. The XK150 and XK120 sat in our garage for around 7 years and we faded from the Club for a while.

P: I gather a lot of fellow members were starting families at the time? It must have had some effects on the social aspect of the club in those days.

D: Many of us had young families at that time, so there were a lot of family orientated events, including country BBQs, family games such as tug-o-war, 3 legged races, water balloon throwing and of course, Christmas parties where Santa arrived in an open top Jaguar much to the delight of all.

P: 1979-80 you took on the position of Sporting Secretary. Any memories?

D: I enjoyed competing in sporting events so I was happy to take on the role of Sporting Secretary. We organised and ran a number of events including motorkhana's, a night navigation run, an economy run and competed with other Clubs in a 4-hour relay race at Adelaide International Raceway.

P: You have held a number of other positions in the club over the years. Again, any particular memories or happenings?



D: I have always enjoyed assisting with the Club in any role required and Sally was also helping in the background. Early in the days Sally and I even hosted a couple of events at our home including a Pre Concours-Party (March 1979). I even created a cartoon 'Jaguar the Wild Beast' which featured in Classic Marque between 1975/76 (one included in this article).

P: Of all the vehicles you have owned and you could only have one returned, which car would you chose?

D: It would have to be the XK150, having owned it for 35 years and having

so many memories. Unfortunately, we all make decisions which we may later regret, but that's life.

P: Thanks Dave!

Editor: Thank you to Dave Burton and Peter Thomas for their time in putting this together. PS - the 3.8 Mk 2 is now owned by Evan Spartalis' and is on a hoist waiting for a gearbox conversion.

There will be a series of similar interviews over the next 12 months.

