

## Mark X Story by Ray Smithers

I purchased a 3.8 Jaguar Mk10 not long after joining JDCSA in 1981 and in 1983 drove it with my family to our first National Rally in Albury Wadonga.

The car was gunmetal with red leather upholstery, had been properly maintained by the original owner and was in very

good condition. It was ideal for the interstate trip and cruised effortlessly.

We entered in all aspects of the Rally including my first ever track event which provided accompanying SA members great amusement to see me and one of Jaguar's largest saloons on the circuit.

Actually we found a Mk10 with the correct tyres fitted handled very well, completely refuting the "wallowing whale" misnomer inflicted by some uninformed, self-proclaimed experts.

My lap times, due to inexperience, were, to me and my supporters, slow but sufficient enough to win the class trophy seen proudly displayed by me in the accompanying photo.

Following all this spirited driving our trip home was smooth and relaxing until when descending down through the Adelaide hills on the freeway we realized that the power brakes were lacking boost and required urgent repair.

Despite the distance travelled in a short time and the timed track driving, the experience proved that for a family to travel safely and comfortably in style with all their gear, the Jaguar Mk10 provided Grace, Pace and Space.

**Ray Smithers**  
Life Member

*Editor- Thank you Ray for a very enjoyable story, and congratulations for throwing a Mark X around a race-track.*



## Mark X Story by Tim White

I never owned a Mark X, but it was my first ride in a Jaguar.

In 1971 friends of my parents John & Pam Warnes (family owned Woolgangi Station out from Burra) had some 22 classic cars and visited us one year in Whyalla with his Mark X. He wanted to do the Iron Knob tour whilst he was up there so I joined them plus Pam and their three sons, where of course we had plenty

of room in the back, and seat-belts were not required then.

I remember the wood, leather, smell, style, dash full of gauges and the concept of Grace, Space & Pace. John loved to put his foot down and the 36 miles which had few bends in was completed quickly and in style. The challenge was now joining the tag-a-long tour throughout the quarry site. I was amazed that John

was prepared to take this beautiful beast across such rough ground but he was unfazed. That was until one of the car's petrol tanks bottomed out on a big sharp rock. John merely switched it over until the tour finished.

He went to the one garage in the "Knob" where one of Australia's unique bush mechanics operated. John and the mechanic then proceeded to weld up the tank on the hoist. I was concerned that it would catch fire but it did not. After about an hour we hopped back in, filled up the tank again and cruised back to Whyalla. A trip I have never forgotten.

*Picture of abandoned garage and workshop.*

**Tim White**  
Life Member

*Editor: Another fascinating story. Thank you, Tim. Fortunately the Mark X body is massively built with large outer sills, wide cross members and heavy bulkheads.*

