



Q & A Chris Waldock

Member No. 91

Questions: Peter Thomas

Answers: Chris Waldock

What was your first car?

My first car was a 1958 Volkswagen Beetle which I purchased when I was 16. I later traded it in for a HT 350 Monaro for \$3,000. (I still have the receipt but not the Monaro).

Can you remember your first encounter with a Jaguar?

Just before we were married, Christine and I saw an opalescence blue S-Type which was for sale at Automobiles SA in Pulteney Street and yes, we bought it.

How did you become interested in Jaguars or Classic cars?

I always wanted an E-Type but couldn't find a suitable vehicle. Having found the S-Type, we purchased that instead and drove it to Queensland on our honeymoon.



The BRG E-Type which provided the first rally win



Chris Waldock's Blue F-Type SVR Supercharged 5.0 Litre V8

Within the year, we found a red E-Type that was for sale at Brighton. For some reason, I will always remember the registration number – ROG 71. When we went to inspect it, there was also a woman looking, however she liked our S-Type better. We purchased the E-Type and she bought our car.

It is worth noting that when we had our child – Katie, we put the bassinet in the back of the E-Type and once the hatch was closed, it kept the bassinet secure. The bassinet did have a security web cover which certainly could never happen now.

How many Jaguars have you owned?

Somewhat embarrassingly, I have lost count but it is well in excess of 18.

They have included the S-Type, E-Types, a Daimler 250, XJ6s and XJ12s, XJSs (including a rare factory manual car number 8 preproduction) XKRs, F-Types and R and SVR (our latest rally car), an F-Pace SVR and a black XKRS which

Interview - Chris Waldock (cont)



The F-Type at speed with front wheels off the ground

we still own. We also own a lightweight E-Type. The aluminium body was built in Birmingham from the original factory buck and shipped to us. The engine is a Crosswaite and Gardner alloy engine which I built in my workshop.

Do you know the fate of any of these cars?

The red E-Type was sold to Dean Liebeck from Rovalley Wines. It has never been seen again so perhaps there is a barn find waiting to happen!

We sold the 4.2 Ltr E-Type Coupe to Barry Kitts which thankfully he still owns.

The white F-Type R went to Sydney and the blue F-Type SVR went to Western Australia.

Various E-Types built by myself and Allan Blackwell are spread around the country. We recently bought back the last E-Type roadster that we built.

You Joined the JDCSA in the first year of the club (1973/74) and are member number 91. What do you remember in particular about those early days of the club?

The club in those early days was understandably different. We were a group of young people, many of whom had children. We just had a lot of fun and our children were included in

events. I recall a Christmas Party in Heywood Park (Unley Park) when our Katie had her first chocolate frog with most of it smeared over her face as she sat on Santa's lap.

What cars have you raced, and are you still competing?

Many cars is the short answer. In the early days of the club, Christine and I competed in motorkhanas and track days at Mallala in our red E-Type. Our first tarmac rallies were in Classic Adelaide with our British Racing Green 4.2Ltr Series 1 E-Type roadster which also gave us our first rally win.

Christine and I went on to compete in many tarmac rallies including 9 TARGA Tasmania events, Adelaide Rallies and many other TARGA competitions.

From 2013 to 2016, we raced our black XKR-S in Adelaide, TARGA Tasmania, TARGA Wreath Point and TARGA High Country (Mount Buller).

Competing during the 2013/14 four rally series in the black XKRS (fondly known as BBC, i.e., Big Black Cat).



Chris and Christine post racing.

Interview - Chris Waldock (cont)

We came 2nd in the Australian Tarmac Rally championship in TSD (Time/speed/distance).

For one season – 2015/16, we raced a white F-Type R. In October 2016, with the support of Jaguar, we changed to our blue F-Type SVR which was flown to Australia enabling us to compete in TARGA High Country. Jaguar continued to support us in various ways for several years.

Our blue F-Type SVR was all wheel drive with carbon ceramic brakes which made a huge difference in performance. The racing decals were fitted in Sydney then it was shipped to Adelaide in time for us to compete in the 2016 TARGA High Country. Following that event, in November 2016, we competed in TARGA Adelaide and won our class TSD. Of some note, it was the first F-Type SVR in the world to win a competition event.

In April 2017, we were 2nd in class in TSD in TARGA Tasmania and in November of the same year, we won our class in TARGA High Country despite having a tyre blow out.

TSD is a complicated class where the special stages have a predetermined average speed and the course must be completed in precisely that time. Every 1/10th of a kilometre above or below the set speed, incurs penalty points therefore every tenth of a second is critical.



"Puss in Boots" ready for action



The E-Type complete with towbar and boat

We worked as a team with me driving and Christine calling pace notes and times.

In 2018/19, we competed again in TARGA events and in 2021, we again won 2nd in class in Tasmania.

We also competed in Tarmac rallies in Victoria.

2022 was our last year of racing.

Any race car related stories?

There are many but I recall in 2017 we were competing in the TARGA High Country series held at Victoria's most popular ski resort at Mt Buller. We were heading up the mountain on the final stage of the event and with 8 kilometres left, we had a blow-out of the right front tyre. The dashboard lit up! The tyre was run flat and we decided to keep going as we were being chased by a pack of Lotus' and somehow managed to retain the lead. It was just a little scary!

Interview - Chris Waldock (cont)



Chris standing beside another memorable car – a Ford GT40 Roaring 40s replica which he purchased in 2010. He had to rebuild the motor.

Generally speaking, we developed a close-knit group with the people with whom we raced.

Our blue F-Type SVR was named “Puss in Boots” based on the character from 2011 American computer-animated adventure-comedy film which in turn was based on a fairy tale. It was very recognisable and we had a mascot of the character complete with his own harness. People of all ages would be delighted to see him strapped in position. It’s just a pity he cannot talk, he would probably be able to recount some exciting adventures.

You also raced a speed boat?

Yes, a Gilflight race boat we named Miss Jag. It had a glass hull with a wooden deck. The engine was a 6.0 litre V12 built by myself and featured constant flow injection and a dry Sump. Top speed

around 90 mph. The engine eventually went into a successful dragster.

Have you been a member of any other car clubs?

Yes, numerous clubs including the Ferrari Club of South Australia (Christine was once president), the Aston Martin owners Club, The Sporting Car Club of SA and the McLaren Owners Association.

Your fondest memories of owning a Jaguar or Classic car?

We particularly enjoyed winning the “*Andrew Whyte Journalistic Award*” for an article published in the Australian Jaguar Magazine regarding racing the F-Type SVR. The car also featured on the front cover of the magazine.

It was also very memorable and rewarding to stand on a podium during TARGA events.

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

It would have to be the manual Aston Martin DBS we bought in 2009 which we owned for several years. After ordering, we first viewed it at the factory during a European trip. It was just a beautiful car to drive. We sold it when we bought a 458 Ferrari Spider.

Any funny motoring or club experience?

As previously mentioned, the early days of the club were just fun with Motorkhanas providing a lot of amusing times. Quite often they were held in dusty paddocks with limbs extending from E-Types and other Jaguars as participants tried to catch items half out of their cars. I’m not sure we would pass OH & S guidelines these days!

Whilst more of a unique experience, back in the early days we had a 20-foot Austral yacht. I fabricated a tow bar for the E-Type and I recall the day we picked it up from Newton. We drove down North Terrance, along King William Street to Hyde Park. We even parked the E-Type on beaches. I suspect you will never see either of those events occurring again!

Anything else you would like to add?

It has been an eventful and rewarding 50 years from the fun early days through to racing and having the pleasure of driving so many fantastic vehicles. Together with Allan Blackwell, I have built something in excess of 25 E-Types. We used to buy 3 at a time and import them in 40-foot containers from the States. We would then complete ground-up rebuilds and sell them.

We are now looking forward to taking delivery of a new Aston Martin F1 Edition Vantage which I expect to be available in the next couple of weeks.

Thank you Chris, and very much obliged for not only an extremely interesting story, but the effort you put in to get this Q & A together!