

Trevor Norley - Fatal Attraction

My Jaguar Story

My Jaguar story probably began in mid 1962, I had just started my first job at Hills Hoists, better known in later years as Hills Industries Ltd.

This was an exciting time, people were buying television sets and Hills were turning out antennas at a rapid rate as well as operating a TV repair service replacing valves in brands such as AWA, Pye, Bush and Simpson. Sony and Panasonic were in a galaxy far far away.

For this industry to run there was a young man needed to ride a push bike around the plant delivering mail - enter Trev Norley.

My run went past the executive car park and one morning, a car I had not seen before, drove through gate. It was a Mark 2, white with stunning red trim, gleaming wood dash board, a row of gauges and flick switches. You can imagine the impact on a 16 year old who had his 1951 Ford Anglia in the staff car park. We all recall the promises we make to ourselves "I will have one of these one day".

Fast forward to the early 2000's, in my 50's I was working for Adelaide Impressions, a chauffeur company driving Ford Fairlanes and Holden Statesmans.

Before starting one morning, the boss lady asked me if I could help a friend of hers on the weekend driving a wedding car, as they were short a driver.



Photo: First Jaguar on the left - 456 SV that Trevor still drives for Classic Jags

The company was Classic Jags. I met Stan and Sally one week day for a test run and I got to drive a Jaguar for the first time. The Jag was a Mark V, would you believe it was white with red trim and of course a wood dash with a cluster of switches. These lovely people actually wanted me to drive their Jaguars and pay me as well.

My Jaguar Story Part 2 -Fatal Attraction

Fatal Attraction - this was the title of a 1987 movie starring Glen Close and Michael Douglas and tells the story of a successful attorney whose dalliance with a lady costs him a considerable

amount of money. My fatal attraction was garaged at Classic Jags and carried the registered number 456 SV.

She (it's always a she), was a white Jaguar XJ6 Series 1 with the obligatory red trim and the wood dash with a row of instruments and tumbler switches.

After some months driving Mark V's, I arrived one day for work and was told I was driving the XJ6 working with Stan in his recently acquired XJ300 (Stan as you can guess has a bit of a thing for everything Jaguar).

My first memory was turning the key on 456 SV and not being sure the motor was running, a glance at the tachometer was the only way I could confirm she was ready to go. Needless to say, after an afternoon in the car I had a case of fatal attraction like never before.

This attraction was enhanced a few weeks later when I drove her from Mt Lofty House (a popular wedding venue) back to Marino via Blackwood. This was then an 80 Klm road with tight corners. The car spoilt me with its cornering ability, its brakes, and its feel good appeal.

Still driving for Adelaide Impressions, I returned to base one afternoon and blinked a couple of times to make sure. There, gleaming in the car park were two white XJ6 Jaguars, a S1 and a S3. The boss lady had decided to branch out into special occasion work, weddings, formals and tours.

Paul, my fellow driver and good mate and I volunteered for these assignments and drove the Jaguars for the next few



Very necessary wood rim steering wheel

Trevor Norley - Fatal Attraction (cont)

years. The company was sold, and at this point we decided to move on. The appeal of 4:00 am starts and 6:30/7:00 pm finishes had worn off.

At the coffee shop one morning (where most of our decisions are made), we discussed forming our own company for wedding work. This gave us the perfect excuse to look at buying our own cars, of course they had to be XJ6's.

The idea of our own business was of course the pitch we sold to the ladies in our lives, we both knew the real reason we wanted to buy a couple of Jags.

I found my Fatal Attraction on Gumtree, she was housed at the nursery in Stirling in the Adelaide Hills.

The car was registered in Western Australia, she was Tudor White Series 3 with biscuit trim (not red). However, she of course had the wood dash and a row of switches. The test drive was interesting, drove well, stopped well, but was quite loud, no doubt due to the fact the mufflers and exhaust pipes were well past their prime.

Did this deter me? No way, as the RAA would not go that far to check the car I arranged for a company called Mota

Check to venture up the hill for the task. They gave me a detailed report that I took to Tony at Stepney Auto. At this point I heard for the first time "your not going to buy a Jag".

Of course I did buy the car, my son Craig gave me a bit of stick, then called home the next day saying "she needs a good clean and cut and polish".

The phone rang one morning, Tony at Stepney Auto, "your Jag is good to go' by the way she is in pretty good shape".

Craig and I hitched a ride to collect her. The first thing we noted was the shiny new exhaust pipes. We were bound for Regency Park where she was to be inspected to qualify for South Australian registration. I handed Craig the keys, he turned to me and said "is it running?" I smiled saying "check the Tach."

She passed first time, then two weeks later we had to do it all again for the Passenger Transport Board, but that's another story.

Fatal Attraction is alive and well, new sound system, a very necessary wood rim steering wheel, custom made floor mats adorned with growler patches, the list goes on.

Every two years we travel to Mildura at Easter to join the Mildura Club for their Easter Vineland Rally. We have been doing this trek for over thirty years, mainly because of the incredible hospitality and to catch up with friends we have made.

Easter 2019, Rae and I made the trip. This was the first time in the XJ6. The car was entered on the display day as part of the 1980-1990 class. In this class there were ten cars, BMW/Porsche/Fairlane/Volvo etc. At the Sunday evening dinner I could not believe it, the peoples choice winner was a certain Tudor White Jaguar XJ6.

The Rally Director, who I met on day 1 thirty years ago, a Jaguar man, gave me the trophy with the words much to the delight of all present, "I knew one day you would see the light". ■

Trevor Norley



Trevor's Mildura Trophy Winner (1549 SV), Old English White XJ 6 Series 3