

Ex-Inglis/Bradman 2½ litre Jaguar S.S.100 (#18053)

History - #18053 Ivan Stephens - Vic.

#18053 is one of just 126 2½-litre S.S.100's in the first series built for 1936/37. The car was despatched with cream bodywork and blue upholstery.

At the age of just 20, Lord Charles Hector Fitzroy MacLean, 27th Chief of Clan MacLean, inherited his family's fortune, so just six weeks later (on 14 January 1937) he bought himself a brand new SS100 – this one. [McLean was knighted by the Queen in 1969 and became Lord Chamberlain to the Queen in 1971. As Head of the Queen's Household, he organised the funeral of King Edward VIII and the weddings of Princess Anne to Captain Mark Phillips and Prince Charles to Diana. The Lord was also Chief Scout of the Commonwealth.]

He didn't keep the car for long and, late in 1937 after the car had done 8000 miles, the partnership of Martin & Aldridge in Melbourne, Victoria purchased the car in England and shipped it to Australia.

In December 1937 they sold it to Stan Edwards for £400. He registered the car [217] in Victoria in December 1937 and raced it at Rob Roy Hill Climb in June 1938.

It was sold to WW Whitechurch of Lorne in July 1938, and he also raced the car several times. Edwards bought it back from Whitechurch in August 1940 and sold it again in October 1940.

In 1948, still registered [217], it was purchased by Leonard Carter. In 1951 Carter traded it for an XK120. Brylaw Motors is believed to have displayed the SS100 at their Exhibition Street showrooms at this time.

In December 1952 Mr VE Cole of Boronia purchased the car and then sold it to Allan Hosie of Elsternwick in February 1953.

In February 1954, after crashing the car near Seville, east of Melbourne, Hosie advertised the wreck for sale in

Australian Motor Sports. That same month it was purchased by Mr K Palfrey of South Yarra.

He sold it in July 1954 to GE Lee of East Malvern who sold it two years later, in May 1956, to RA Peake. That same day ownership passed to Mr CT McPherson who is thought to have been involved with Auburn Autosalvage of Hawthorn. Later that month Auburn Autosalvage sold the car (in damaged condition) to Frank Portingale for £195.

Portingale rebuilt the car, fitted cycle guards and sold it to John Sheppherd of Fitzroy. In March 1957 it was advertised for sale again in Australian Motor Sport and passed to Mr P Watson of Laverton.

The car was next registered to Mrs Nola Davis of East Prahran (probably in September 1958). In January 1959 John Davis of Shepparton advertised the car for sale yet again in Australian Motor Sport.



Photo of John Bradman and his S.S.100 (18053) taken 18th April 1961. John purchased the car from Geoff Inglis who brought the car into S.A. from Victoria. The car is now back in Victoria and owned by Ivan Stephens. Photo credit by News Ltd/Newspix.

Ex-Inglis/Bradman 2½ litre Jaguar S.S.100 (#18053)

In March 1959, 18053 was purchased in Melbourne by Geoff Inglis of Fullarton, South Australia. The car was registered [191402] in South Australia in July 1959 and [5197] in January 1961. Inglis modified the engine to produce 132BHP at the flywheel at 5500RPM and a top speed of 104mph.

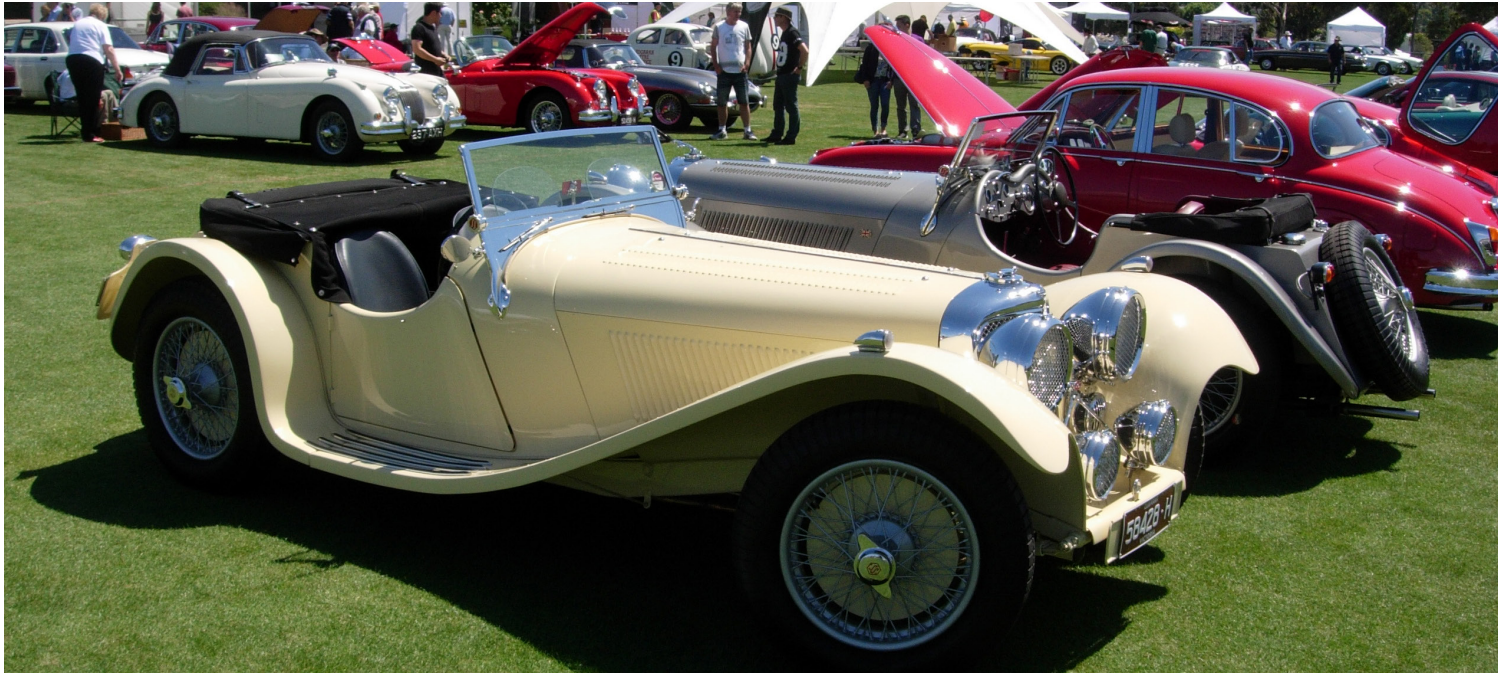
In April 1961 Inglis sold the car to John Bradman (son of "The Don") of Kensington Park, South Australia.

John Bradman kept the car until at least April 1964 and sold it to Don Brown of Melbourne later in 1964.

Brown brought the car to Melbourne where it sat in a corner of his garage for the next 43 years. John Clucas unearthed the car in 2007 and commenced its restoration before handballing the project to Ivan Stephens in 2012.

Stephens had the car back on the road again by mid-2015. Since then, it has been driven to many club events, including pushrod gatherings in Orange, NSW, in September 2016 and The Barossa, S.A., in November 2017.

Editor - The above detailed information was kindly provided by John Clucas. Thank you John.



The ex Geoff Inglis/John Bradman #18053 now owned by Ivan Stephens. Photo: JCCV Concours in 2015 just after restoration (J.Clucas).



2019 Border Run To Forbes. Photo L-R: Ivan Stephens 1937 2½ litre S.S. 100 (Victoria), John Clucas 1938 3½ litre S.S. 100 (Victoria). John had started to restore #18053 and Ivan purchased the car and completed the work. Ivan returned #18053 to its original guards configuration. Fortunately the guards on John's S.S. 100 were totally original, so Ivan borrowed them to replicate for #18053.