



Q & A Malcolm Adamson

Member No. 65

Questions: Graham Franklin

Answers: Malcolm Adamson

You joined in the first year of the Club and are member number 65. Do you remember much of the early days regarding the formation of the club?

Before the club was formed, on Sunday mornings I used to drive over in the 1.5 litre Mark IV to Ian Forrester's home in Eden Hills to give the car a run. There were other Jaguar enthusiasts such as Peter & Chris Holland and Phil Smart there. We mainly talked about car issues but there was discussion about forming a Club, and eventually that is what happened

I remember the inaugural meeting of the club in July 2073. I had to see a client in Nuriootpa and I took my 1.5 litre Mk IV and planned to go straight to the Brecknock Hotel from my meeting.



Malcolm's first Jaguar, a 1946 1.5 litre Mk IV Saloon that still belongs with the family.



Malcolms 'S' Type. Photo taken in 2022 at Cowra. The car has done 260,000 miles

Unfortunately, the previous evening our dog died, and although I would have liked to have attended the inaugural meeting, I decided it more important to go home and be with the family. I joined the club just after that first meeting.

If I remember you were quite active in the club in those early days?

When we were establishing the Aims of our club, I pushed to get included as one of the aims, for us to actually get out there with our cars and promote, advance and perpetuate the Jaguar, SS and Daimler Marques to the wider community. We had a Board made up that had about 5 or 6 aims of the club and we used to display it at club events

I was also Club Auditor for a number of years and was always there if the club Treasurer ever needed assistance.

You were also 'Pushrod Secretary' for a number of years?

Yes, the SS Pushrod Register formed in April 1974. This was a wonderful

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experience as all members either owned a pushrod car or were interested in them.

Brian Rouse became the first Register Secretary but he took his 2.5 litre SS saloon and moved to Queensland not long after; so, I took over as register Secretary for the next 4 or 5 years.

You would have been involved with the first Border run with the Victorian SS Register?

Yes, the first Border Run was in 1975 at Swan Hill. It was actually arranged by the Victorians so I didn't have much to do with the organisation of that event. There was a large turnout of people and cars. It was a huge success.

What was your first car?

It was a Ford Consol Mark 1. It was my mother's car and I got it for my 21st birthday. I tweaked it up with twin carbies. It went quite well and I had it for at least 5 years

The next car was a Simca Vedette that used a side valve Ford V8 engine. It was a lovely car. I regret selling it.

How did you become interested in Jaguars or classic cars?

I had this vision to own a car from the classic 40s, 50s era from each of the major English manufacturers that built executive cars, namely Jaguar, Rover, Riley and Armstrong Siddeley. It never turned out that way. I had a Rover P6 that I used as a tow car, but I ended up staying with Jaguars.

My first Jaguar was a 1947 Mk IV 1.5 litre purchased in 1966 in fairly poor condition. When it arrived home, there were heated discussions about a divorce if any more cars turned up at home.

How many Jaguars (or classic) cars do you now own or have you owned?

- ◇ In July 1968 I bought an MG Y-type for my wife Judy, but she couldn't fit the bassinet through the back door as it was too narrow. I still have that car.
- ◇ I was a practising accountant and I needed a business car so in 1974, I bought a 1964 Jaguar S-Type from Taylors of Medindie. It had a tow bar, and so I then used it to tow the caravan. I still have the S-Type and it has done 260,000 miles.
- ◇ In July 1976 I was lucky to be in the right place at the right time and was able to buy a 1948 3 ½ litre drop head coupe in good condition.



Malcolm's 1948 3.5 litre Mk4 drophead that he bought in 1976



Malcolm's 1969 Old English White 420G Auto that he used in the past to tow a caravan.



Malcolm's 2002 Silver XJ8 X308 that he bought in Brisbane and drove it back.

Interview - Malcolm Adamson (cont)

- ◇ Then in 1982 I bought the SS Airline in a package with 2 Morgans. I kept the 1946 Morgan and sold the other. The number plate on the Morgan is 166260 and was originally fitted to my father's car.
- ◇ I also bought a second 1.5 litre Mk IV from Club member Bob Phillips in about 1985. I eventually gave the two children, one 1.5 litre Mk IV each.
- ◇ In the 90s I bought the 420G from a farmer at Tintinara who bought it from another farmer in Kapunda who had owned it from new. I then used the 420G for towing the caravan.
- ◇ In the early 2000s, a client who passed away had a 1967 Rolls Royce Silver Shadow and I ended up buying that. I give it an occasional run.
- ◇ In 2006 I bought a Queensland XJ X308 Sovereign. We flew to Brisbane and drove it back. It had only done 24,000km but is now up to 55,000km. I took it to S.A. Jag day, still with the Queensland number plates on and won a prize. It's a lovely car to drive.
- ◇ Finally, the wife of the owner of Fred Vella Tyres had an X-type that I bought in 2012. That car has now done about 110,000 km.
- ◇ The car I would have liked to have bought was a red S3 E-Type V12 manual. I was offered the car by John Taylor from Taylors of Medindie for \$6,500, but I didn't have any spare cash at the time.

How many of those cars did you restore?

- ◇ Bruce Fletcher restored the 3.5 litre Mark IV drophead in time for my daughter's wedding. That was 35 years ago. I drive it a lot as you know. Mechanically it is still in very good condition and very reliable and we will be taking it to Mt Gambier in November for the Border Run.
- ◇ The Airline was restored over a long period of time. Bruce did a lot of early work on the chassis, suspension and gearbox. We sent the engine to a specialist in Melbourne who had done work on Ivan Stevens SS100 engine. They had to make a new crankshaft for it. Bruce fitted the engine and Marque Restoration did the bodywork. It was finished just in time for the 2021 SA Jag Day.
- ◇ The S-Type was restored about 15 years ago. Taylors of Medindie did all the mechanical work and Casanova

Crash Repairs did all the bodywork. The only problem I had was with the upholsterer who had the car for about 3 years. I still regularly drive it.

You have attended a lot of Border runs and annual car events in Adelaide over time too Malcolm?

- ◇ Border Runs: I have attended every border run from 1975 onwards. There have been almost 50 now - too many to recall.
- ◇ Tri State Runs held every 3 years in NSW: The first one was to Parks in 2004 but I never made it but the 3.5 litre Mk IV drop head was there. Brenton and Mary-Anne drove it over in one day. Although the event is held in NSW it primarily consisted of Queensland, Victorian and South

Australian cars. More recently cars from Canberra have joined us. In 2007 we went to Bathurst; 2010 Wagga Wagga; 2013 Dubbo; 2016 Orange; 2019 Forbes and 2022 Cowra.

- ◇ Kadina, Moonta and Wallaroo Cornish Festival: I have attended most years since 1983.
- ◇ Victor Harbour British Classics Tour: Again, attended most if not all.
- ◇ All British Day: Attended all from 1988.
- ◇ Bay to Birdwood: Only missed one in 1998 due to health issues. It started in 1980 with alternate years up to 1997 when it included classic cars.
- ◇ McLaren Vale Vintage & Classic: Attended all since 2012.



The first 'Pushrod' border run with Victoria in 1975. It is unlikely that we will ever again see this number SS and Jaguar Mk IVs on display. Many have either gone overseas, in the hands of collectors or simply in storage and rarely ever driven.

Interview - Malcolm Adamson (cont)

◇ Jaguar National Rallies held in SA:
Attended all.

Most of these events issue badges, and I have kept them for all those years and mounted them on a series of boards and fixed them on the garage wall.

Of all the Jaguars you have owned, which was your favourite?

I can't really separate the Mk IV drop head or the Airline. Probably the Mk IV because I have owned it for so long. It is a lovely car to drive, either with the hood up or down.

Your fondest memories owning a Jaguar or classic car?

When we went to Broken Hill, I drove up the hill to the sculptures in the Mk IV and club members walking up, hopped on as we went. I had about 11 people and kids in and hanging on for the ride.

Any interesting or special 'Jaguar' experience?

The very first Border Run to Swan Hill in 1975. We went in the first Jaguar we had, the 1.5 litre Mk IV with the two kids. The car over heated and we put the bonnet in the trailer that someone else was towing and kept topping it up with coolant and water.

When we got there, Bruce Fletcher and Keith Bell jumped in and pulled the radiator out, back flushed it and put it back in, in no time. It was my first experience with mate ship within the club. And it wasn't the first and the last time. It has been like that for the last 50 years. Members jumping in to help each other.

A wonderful story Malcolm, anything else you would like to add?

No that's all.

Thank you very much Malcolm.



The Airline chassis and running gear was assembled by Bruce Fletcher



The Airline was completed by Marque Restorations, just in time for 2021 S.A Jag Day.



Broken Hill climb up to the sculptures with a few hitch-hikers.



Malcolm has acquired a few vehicles, not all Jaguars. The most unusual is this 1946 Morgan three-wheeler powered by an in-board Ford Prefect side valve engine. He calls it 'my toy'.