

S.S. 90 Prototype 1935 Chassis Nr. 248436 Historical Data

THE PROTOTYPE: The very first Sports Car ever built by [Sir] William Lyons

Date	Year	Event / Owner	Loc	Remarks
November	1934	SS Cars Ltd	GB	Start of manufacturing of Prototype in the Experimental Shop, Foleshill
15 March	1935	SS Cars Ltd.		First presentation to the press: "The Motor" with Technical Editor A.G. Douglas Clease and „The Autocar“ with managing Editor Geoffrey Smith
21 March	1935	First registration ARW 395		In the name of Experimental Shop SS Cars Ltd
22 March	1935	First delivery		Left the SS Cars Experimental Shop for competitive activities
22 and 26 March	1935	Press coverage on the Prototype presentation		March 22 Article in 'The Autocar' and March 26 Article in 'The Motor' (Douglas Clease)
Early April	1935	RAC - Rally		Driver The Hon. Brian Lewis, (later Lord Essendon), dnf due to serious mistakes on part of driver
18 Mai	1935	Shelsley Walsh		Driver The Hon. Brian Lewis, 54.4 sec. 3 rd overall, remarkable achievement against most serious competition; compare to time of S.H. Newsome on SS Jaguar 100 2 ½ lt in 1937 in 53.08 sec
June	1935	Scottish Rally		Douglas Clease of "The Motor" drove the Prototype, "made a good showing", 1 st in the Concours d'Elegance
		Intermediate owner(s)?		No names known, the car remained most likely with SS Cars Ltd. and was sold later to Hugh Kennard
	1938	Hugh Kennard, Rye		Pilot, 66 Sqdn, RAF, Duxford, Cambs. Later Wing Commander.
	39 - 44	War years: Owned by Hugh Kennard		Hugh Kennard drives the Prototype to the airfield whenever deployed on a mission, especially in the course of Battle of Britain
Approx.	1944	sold it on to another Person		Date and name not exactly known, Kennard remembers only that car stayed in the area of Rye
		Located in Rye, England		War time, no owners or history known at present
	1952	Bill Bray, Bray Motors, West End, London		Bray Motors, 180-184, West End Lane, N.W.6 Hamstead, London purchases ARW395
23 May	1952	Pete Tucker		Did an early restoration and installed an Airline SV-engine, the same type as the original engine as replacement; it is registered in the factory records (Tucker sold said Airline without engine for £ 5.00)
Sept.	1952	Bill Bray, Bray Motors		Pete Tucker sold 248436 back to Bray Motors, London, for £ 200 in Sept. 1952

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October	1952	Lieutenant Wilson	GB	Kept it only until early December 1952
	1954	Warner Brothers Holiday Camps, Portsmouth		Vacation Camp organizers, part of "The Portsmouth's set" "Netherlands Camp"
July	1957	John Godfrey Gulliver		"The Portsmouth's set", widow is still alive
October	1957	Kenneth Malcom Delbridge, Basset-Close, Southampton		Father disapproved, too much noise, owned the car for wife Ann Delbridge (Windward contacted her) paid £ 100.00 for car
November	1958	Neil W. Winward, Basset, Southampton		Purchase Price £ 50.00, spent 10£, 10' for Hood w/side screens, Neil repainted the car in red, cycle wings, wings fell off and he damaged the exhaust
September	1959	Jack O'Lantern (Dealer), Hampshire		Neil Winward sold it for £70.00 when he moved to Jersey, Romsey; Photo of display at Jack O'Lantern available
September	1959	James Mc Crorie, Port-Glasgow, Renfrewshire		Car moved to Scotland – otherwise no particulars known
February	1961	Stadium Motors, Bradford, UK, (Dealer)		Returned from Port-Glasgow to Bradford (Log Book shows entry)
Spring	1961	N.A. Thomas, Policeman, at that time Bradford, now S.A.		Stripped the car to convert into a V8 hot rod, then left for South Africa; Thomas sold the car to his mechanic, Harry Clarkson
Spring	1961	Harry Clarkson, Bradford, West Yorkshire		Clarkson was well known by Bradford Police where his criminal record was kept; he did not register the car but sold it right off to a friend (Greengrocer)
Summer	1961	Greengrocer in Bradford		Friend of Harry Clarkson, kept the dismantled car in boxes with many parts thrown in
Approx.	1962	Purchased by David Barber, Restorer, Semere Green, Diss, Norfolk, U.K.		David Barber bought the car as a basket case in boxes: original chassis, axles, engine block, etc, (including also a V8 engine, which he dumped immediately at next scrap yard), car was not registered at that time, so no entry in Log Book
	62- 93	At David Barber's workshop in storage		Original Chassis, axles, engine block, and a large number of parts remained stored in boxes in a corner of Barber's Workshop; missing parts are completed by original S.S. 90 parts which he finds at autojumbles etc. In 1993 it still remains disassembled but by now most parts are present

Date	Year	Event / Owner	Loc	Remarks
	1974	David Barber	GB	Last entry in Log Book
Approx.	1993	Start of Restoration by David Barber		Ash frame by Roger Wing, Coachbuilder, and aluminium body by Bob Ford, Bassingbourn, the car has already taken the shape that is of such importance to this car
January	1996	David Barber passes away		It had been arranged beforehand that CJJ would purchase the Prototype and continue the restoration
April	1996	Purchased by Christian J Jenny	US	Purchased from Ann M. Barber (David Barber's widow) and shipped to Terry Larson, Mesa, Arizona
	96-98	Continuation of Restoration		Continuation of restoration by Terry Larson with Gregg Perry at their Mesa AZ workshop. A extensive amount of obstacles and difficulties had to overcome. Most Important: Larson was most eager to establish contacts with persons knowing the car. Several personal visits by CJJ during the time
August	1998	Concours d'Elegance Pebble Beach, California		Mesa Az., 2 nd in class 'Sports Cars Prewar' at Pebble Beach Concours d'Elegance 1998
May	1999	In the private collection of Christian J. Jenny	CH	Transferred to Switzerland
June	2000	Goodwood Festival of Speed Cartier "Style et Luxe"		Received Prize: 'Best in class of pre-war sports cars'; first time to meet former owner Neil Winward in person (see 1958)
April	2002	Concorso d'Eleganza Villa d'Este, Cernobbio, Italy		Prize Trofeo Ruote Classiche "To the Most Sensitive Restoration by the Jury"
September	2002	Klausen Memorial Race		Driven by Christian J Jenny and son Pierre, 2 nd Rank in Class "Regularity"
October	2005	Pete Tucker visits owner Christian J Jenny		Tucker took a drive in "his" car first time after 53 years! A most emotional event, but most informative regarding history of car
September	2007	Grand Prix Safenwil		Took part as one of the Historic Jaguar Sportscars
October	2007	GENEVA CLASSICS 2007		Exhibited on the Stand of Jaguar as one of the historic displays along with XJ13, NUB 120, C-Type NDU 289, and others

Date	Year	Event / Owner	Loc	Remarks
April	2009	Concorso d'Eleganza Villa d'Este, Cernobbio, Italy	CH	Prize 2 nd in Class
August	2009	Grand Prix Suisse, Berne		Participating together with all important Jaguar Sports Cars from 1935 until present, along with XJ13, NUB 120, and others
August	2010	Concours d'Elegance Pebble Beach, California	US	3 highly significant prizes: <ul style="list-style-type: none"> - First in the class N "Jaguar", - The Montagu of Beaulieu Trophy for the most significant car present of British origin, - The Ian Callum prize for most innovative design
September	2012	Concours d'Elegance Schloss Bensberg Classics, Germany	CH	Invitation to this prestigious Concours d'Elegance. Schloss Bensberg is rapidly becoming one of the most important Classic Car Concours Events in Germany

Location of Car	
	United Kingdom
	United States
	Switzerland