



Newsletter

CKD (Completely Knocked Down) Jaguars By David Reilly (P1B79909DN and Rudy Schats (1B53751DN)

In the early days of motor cars, it was normal practice for manufacturers to supply rolling chassis, mechanically complete cars but without a body, to coachbuilders who designed, built and fitted their own body to them.



1931 Austin Seven Swallow saloon, once owned by your Editor, in the commemorative painting, by Peter Gregory, for the 75th Anniversary of the Austin Seven.

The Swallow Sidecar Company made their first move in becoming a motor manufacturer that same way. In May 1927 they announced a well designed body, styled by William Lyons, fitted to an Austin Seven chassis.

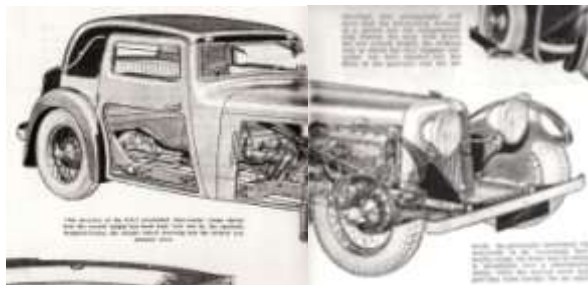
After gaining experience designing Swallow bodies for Austin, Morris, Standard and Swift chassis, Bill Lyons took the next step and, in 1931, began building his newly designed S.S.1 coupe body on chassis frames and engines, modified to his specifica-

tions by Standard Motor Company.

Next S.S. began building a complete car. They designed their own chassis and fitted a modified Standard 2½-litre engine. As Richard Soans wrote in *Jaguar Heritage*, Issue No. 16, April 2005, "SS subsequently became Motor Manufacturers in their own right, and in turn also supplied rolling chassis for others to build bodywork on. The earliest examples listed in the Jaguar Daimler Heritage Trust (JDHT) chassis records date back to 1937, when no less than 13 rolling chassis 2½-litre models were supplied to Emil Frey, the SS importer in Zurich, another two were supplied to Marcel Fleury, the importer in Geneva, and one to Henlys in London.

1938 saw a further 2½-litre rolling chassis and two 3½-litre supplied to Marcel Fleury, whilst a SS100 rolling chassis was sold to Anglocars in Bucharest, Romania.

The following year Fleury purchased another 2½-litre and 3½-litre rolling chassis, whilst Emil Frey bought four 3½-litre chassis. S. H. Newsome, the SS agent in Coventry, purchased two



The S.S. 1 Coupe, which was displayed in the coachwork section of the 1932 Olympia Show.

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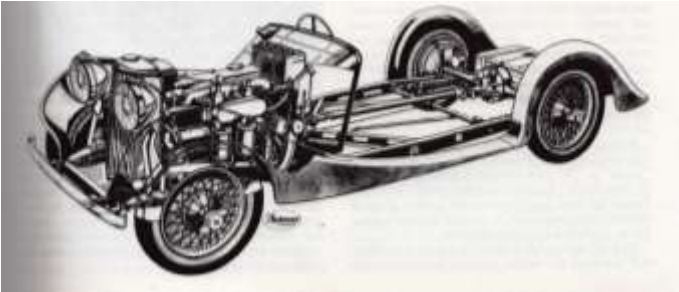
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SS100 chassis which were fitted with drophead coupe bodies by New Avon in Warwick — a name which resurfaced many years later as Ladbroke Avon, producing specialist conversions on XJ saloons.

The records also show that in 1937 two 1½-litre models were supplied to Frank Cavey, the **SS importer for Eire, in "Unassembled Form"**. These two cars, chassis numbers 22193 and 22194 are believed to be the first vehicles shipped in what became known as "Knocked Down" condition.



The 2.5-litre SS Jaguar rolling chassis as drawn for The Autocar.

As World War 2 approached, a British government programme for 'shadow factories' provided capital to build new factories adjacent to existing automobile plants, so that on the outbreak of hostilities they would be available for military production. When the war did break out S.S. repaired Armstrong Whitworth A.W.38 Whitley bombers at their Foleshill, Holbrooks Lane, Coventry, factory. The restored aircraft were flight tested at Tachbrook aerodrome nearby



Armstrong Whitworth A.W.38 Whitley bomber.

Mosquito aircraft and the first Meteor jet's fuselages.

The day after VE (Victory in Europe) day, April 9, 1945, the S.S. Jaguar company officially became Jaguar Cars Ltd. Lyons had several reasons for the change, "S.S." had a sinister conno-

tion after the war and he also did not want his new designs to be confused with the pre-war S.S. Jaguar models.

before being returned to duty. They also made parts for Spitfires, Lancasters and

tation after the war and he also did not want his new designs to be confused with the pre-war S.S. Jaguar models.

At the end of the war there were 265 shadow factories in Great Britain. One was the Daimler Number Two shadow factory situated on the western outskirts of Coventry in the suburb of Allesley. This was Browns Lane. Then abandoned, Bill Lyons purchased it in 1950. He had also bought the plant where Standard Motor Company built S.S.'s pre-war six-cylinder engines.

One year later Jaguar production began at Browns Lane and legends were to be born – including the 'S'-type.



The Browns Lane factory after WW2. Jaguar's administrative offices were in the centre-right of the aerial photo.

The first post-war cars Jaguar offered were pre-war 1½-, 2½- and 3½-litre designs, with the 'S.S.' removed from the radiator badges and hub-caps and re-badged as 'Jaguar'. They were known retroactively as Jaguar Mark IVs.

Six years of war effort had drained Britain's resources and the government controlled the supply of steel required for automobile production. Priority was given to supplying steel to foreign-revenue-raising export businesses, the goal being 75% of sales to be exports.

The narrator in the 1946 film, "Export or Die." says "We must sell the things we like to buy the things we need." (See

<http://bestride.com/news/entertainment/export-or-die-5-british-cars-american-gis-bought-in-america-after-wwii>).

While there was high demand for cars and vehicles in all foreign countries, many of them put in place policies to develop their own car industry, legislation imposing restrictions on imports, and high import duties and taxes on imported cars.

British carmakers began to ship rolling chassis to meet the import controls of these countries. They developed CDK (Completely Knocked Down) kits, containing partly pre-assembled cars and components. These could be assembled into a complete vehicle at a plant in the country of destination using local content and labour. CKD units avoided high duties and taxes imposed on complete cars, generated business for local suppliers and increased local employment.

Jaguars were built in a number of countries in the post-war years:

- 1946 - 1948. 2½- and 3½-litre cars in Belgium
- 1949 - 1950. 2½- and 3½-litre cars in New Zealand
- 1949 - 1958. 2½-litre, 3½-litre, MkV, MkVII, 2.4-litre, 3.4-litre cars in Eire
- 1957 - 1960, CKD 2.4-litre, 3.4-litre cars in Mexico
- 1960 - 1981, CKD 3.8 Mk2, 3.8 'S'-type, 420, MkX 4.2 Litre, 420G, XJ6 series 1 and 2 in East London and Blackheath, South Africa
- 1971 - 1978, XJ6 SII in New Zealand

Belgium

Belgium was a good Jaguar market pre-war but, after World War 2, imposed a price limit of £500 on imported cars. Mme. Joska Bourgeois went to William Lyons and negotiated a five-year



3½-litre Jaguars being assembled in Belgium

agreement to sell Jaguars in Belgium, through her newly created Anglo-Belgian Motor Company. Jaguar supplied rolling chassis and Vanden Plas, no longer associated with the London Vanden Plas company, would assemble the finished cars. This continued until 1948 when the import price restrictions were lifted.

New Zealand

The New Zealand government actively encouraged local assembly. Three dealers ordered Jaguars for local assembly. Shorters Car Sales, in Shortland Street, Auckland, a Jaguar franchise since 1935, ordered ten 2½- and twenty 3½-litre cars. Archibald's (a Jaguar dealer since the 1930s, and today Archibald & Shorter, in Christchurch ordered ten 3½-litres, and Independent, the Jaguar dealer in Wellington, took five 3½-litres, all to be assembled in New Zealand. It is not clear whether these were rolling chassis or some kind of CKD kit.

New Zealand assembly of Jaguars ceased for nearly two decades but was resumed in 1971 - '78 when XJ6 Series IIs were assembled locally by the New Zealand Motor Corporation at their Nelson plant where British Leyland Rover 2000 and the Triumph 2000 were also being built-up.



The first New Zealand XJ6 driven out of the plant in 1971.

The last year of production (1978) a special 'SuperJag' (XJ6-SLE) model was produced.

These long wheelbase XJ6s had half leather - half dralon wide-pleat seats, the British Leyland 'L' logo sewn into black vinyl mats in the front footwells, air conditioning, speedometers in km/h, vinyl roof covering, and chrome wheels.



The New Zealand 'Super Jag's half leather - half dralon wide-pleat seats.

A beautiful example of one of the last New Zealand XJ6s can be seen at <http://www.waimakclassiccars.co.nz/cars/238-Jaguar-XJ6-Series-2-LWB-.html>

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Ireland

Frank Cavey & Sons, 53/55 Lower Camden Street, Dublin, had been the Irish agents for Jaguar since 1937. Prewar, Caveys bought S.S Jaguar chassis to sell in addition to Coventry-assembled Jaguars. After World War Two, when high duty and restrictions were imposed on imported cars, Cavey bought 24 CKD 2½- and 3½-litre saloons in knocked down form. These are thought to be the first true Jaguar CKD kits.

When the MkV was announced Cavey ordered twenty CKD MkV saloons. One of the Cavey-assembled MkVs finished 3rd in the 1951 Monte Carlo Rally driven by Cecil Vard. It was the highest placed British car and the Irish newspapers were quick to point out the cars Irish assembly and its large number of local components. See the full story at: <http://www.irishjagclub.ie/monte-carlo-rally/>



The Cavey-assembled Jaguar Mk V that placed 3rd in the 1951 Monte Carlo Rally.

There was a close working relationship and friendship between Frank Cavey and Bill Lyons. When the XK120 was announced, worldwide demand exceeded

supply. Specially prepared CKD XK120 kits were produced for Caveys to assemble. Drawings were made so that components such as glass, interiors and radiators could be locally sourced. Six CKD XK120 roadsters were received by Caveys in early 1951 and assembled in Dublin that summer. An-

other six were assembled in 1952 and sold along with another 20 or more XK120s directly imported fully assembled.

Caveys would also assemble 154 CKD MkVIIIs before switching to the new compact saloon and building 28 CKD 2.4-litres and four CKD 3.4-litres before Dublin local Jaguar assembly ended.



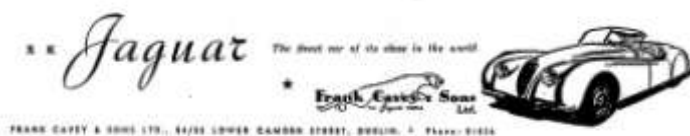
Cavey-assembled XK120 Jaguar in the 1953 Wakefield Trophy race.

Australia

In early 1959, Jack Bryson, took over **Dominion Motors, Australia's first distributors of S.S.** and Jaguar cars. He had architects and designers drawing up plans for a proposed factory in Heidelberg, near Melbourne, to assemble cars. He made a trip to Browns Lane to discuss costs, but nothing was agreed. In late 1960, after the Mk2s announcement was well-received in Australia, Brysons again presented their plans for the production of CKD Mk2s in Australia, but again could not agree on terms.



Jaguars on display at Jack Bryson's Dominion Motors.



Frank Cavey & Sons letterhead.

Mexico

In 1961, a downturn in the Mexican economy forced the government to levy a very high tax on fully assembled cars imported into the country. Then they issued an Automotive Decree that Mexican companies should assemble all automobiles sold in the country. It also regulated the percentage of imported and locally sourced components and parts used. Mercedes Benz, Fiat, Citroën, and Volvo all chose not to comply and ceased doing business in Mexico.

Mario Padilla, who owned Automotriz Internacional, SA, the Mexico City distributorship for both Jaguar and Fiat, proposed assembling 2.4-litre Jaguars in his facility. Lyons agreed thinking that the Mexican market was ready for a compact, small-engined alternative to the big North American V8's, which were being assembled south of the USA/Mexico border. The Jaguars were slightly re-engineered for the high altitude driving conditions in parts of Mexico. The CKD kits contained bodies ready for painting and trimming and the mechanical assemblies to be installed.

Jaguar shipped the first CKD 2.4-litre kits in August 1957, chassis nos. **125003-124012**. Jaguar hoped to sell 3-400 cars a year in Mexico. Batches of ten CKD kits continued to be shipped until July 1960. But only a total of 214 Jaguars, 152 2.4-litre and 62 3.4-litre, were built in Mexico. Production ceased because of disappointing sales and the Mexican government implementing even stricter controls on CKD imports. Details are at <http://www.jcna.com/library/news/jcna0051.html>

South Africa

In the years after World War 2, South Africa was Jaguar's third largest export customer behind the USA and Australia. Small saloons always sold well: in 1957, 29 2.4-litre; in 1958, 185 2.4-litre and 45 3.4-litre; in 1959, 342 2.4-litre cars. In 1959 the 3.4-litre was not offered, perhaps because local South African assembly was being planned and the Jaguar Mk2 would be announced before year-end.

In 1960, the South African government re-imposed import regulations and high customs import duties on completed vehicles and spare parts. They also implemented a local content programme for cars assembled in South Africa. The initial requirements were for assembled units to contain 35% local content by 1963.

In 1948, Haaks Garage and Westraads Motors, in **East London, Eastern Cape province**, formed Nash Distributors Assembly. The next year the name was changed to Car Distributors and Assemblers (CDA), to assemble Nash, Standard Vanguard, Packard, Fiat, Renault, Land Rover and Mercedes Benz vehicles. Many of these ceased local production. Alfa Romeo, DKW, and Auto Union came and went. In 1960 CDA were assembling just Fiat, Renault and Mercedes Benz vehicles for the South African market (Note: Mercedes-Benz assembly continues to this day and in May 2015, CDA celebrated building its one millionth Mercedes-Benz).

The new Mk2 Jaguars were to be assembled from CKD kits sent to CDA from the UK. Jigs built in England were also sent to CDA to ensure the highest (Jaguar) standards of assembly. The cars would be completed with local labour and locally manufactured components and equipment to comply with the government's Local Content Programme. During the 1950s, South African companies industrialized rapidly, manufacturing radiators, tyres, batteries, windscreens, leather upholstery, glass, paint carpets and upholstery materials to



Car Distributors and Assemblers (CDA), East London plant, about 1957. Photo courtesy Derek Stuart-Findlay.

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supply the car assembly plants.

No article in motoring journals or other evidence could be found specifying the exact date that **Jaguar assembly at CDA in East London started. One did write in 1960, "An illustrious newcomer for assembly in South Africa is the Jaguar Mark II series. After a careful appraisal of the South African market recently and a detailed investigation of assembly facilities here, Jaguar executives have decided to proceed with plans immediately for the building of the 2.4, 3.4 and the 3.8 litre models at East London. They are scheduled for production before the end of this year."**

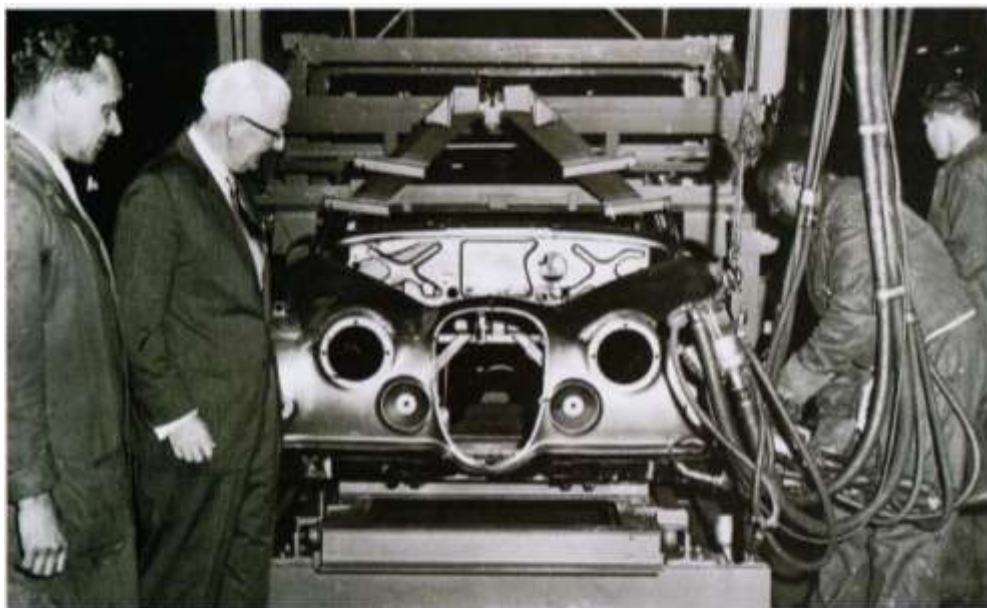
During the first half of 1960, 112 2.4- and 3.8-litre Jaguars, direct imports from the UK, were sold in South Africa. In the second 6 months of 1960, the first CDA-assembled Mk2s, six 3.4- and three 3.8-litre units were sold and a further 71 imported Jaguar 2.4s were sold.

The *South Africa Garage and Motor Engineer*, **January 1961, reported, "All models of the Mark II series are being assembled for South African marketing by Car Distributors Assembly Ltd. at East London."**

In 1961, a total of 233 Jaguar saloons were sold in South Africa, 95 were Jaguar 2.4-litre, 82 were 3.4-litre and 56 were 3.8-litre units.

1962 Jaguar sales were only 147 cars: 20 2.4-litre, 60 3.4-litre and 67 3.8-litre. In 1963 the locally-assembled Jaguar model list was reduced to just the 3.4-litre with manual/overdrive only and the 3.8-litre with manual/overdrive or automatic gearbox. 1963 sales increased to 290 Jaguar cars of which 96 were 3.4-litre and 159 3.8-litre.

In October 1963, Jaguar announced Bill Lyons latest compact saloon, the 3.4 & 3.8 'S' and the CDA facility in South Africa was changed over to assemble 'S'-types.



Sir William Lyons, inspecting the assemble of a Mk2, during his visit to the CDA facility in South Africa. Photos courtesy of Jaguar Heritage magazine. Francois Prins, Editor.