

XJ Series Forum

XJ6/XJ12 Series 1,2 & 3 Jaguar & Daimlers



Sharing the Passion

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Estate News



The XJ6 Series 1 estate car that Keith Parrington is now restoring for its owner.

Keith Parrington provides the latest news on this rare XJ estate car.



With an ever busy workshop, the XJ6 Series 1 estate car has not yet been started - but all body panels have been sourced and are ready to go. Through the power of Facebook, more information is now known about the car by way of an old Jaguar Enthusiast article!

The car was originally a 1972 K registered car, bought by a fruit and veg trader in Liverpool. It was this fruit and veg trader that employed Henleys of Chester to carry out the conversion on the car. At this time, the car had lowered suspension and a sports steering wheel. It is reported that Henleys had the template for the car up until 1992, but the workshops were cleared by liquidators and the templates deemed worthless.

The fruit and veg merchant sold the car on to Albert Marchbank, an undertaker on the Wirral, who then sold the car on again in 1980 for £3,000 to a lorry driver by the name of John Mouncey.

Mr Mouncey kept the car for 12 years before selling it on to a Jag breaker in Runcorn Docks on the Wirral (The Jaguar Centre?).

From here, the car was bought by Mr Rod Trippier - the last name on the V5C log sheet. Mr Trippier was able to get some information from Mr Mouncey, who stated that the car was taken off of the road for some essential repairs in 1990, and entrusted to an Arabian enthusiast in the UK. The back axle was removed and engine components removed. Mr Mouncey believes these components found their way into the mechanics car, and he soon fled back to his homeland. The car then sat under the railway arches in Runcorn



Years of neglect has taken its toll on the chassis legs.



An incredible number of new panels will be required, which fortunately Keith has been able to source.



That bespoke tailgate is going to take some work.

for a few years where it was vandalised.

Interestingly, Mr Mouncey recounted a story of the car losing its sump on a curb back in 1978 whilst still owned by the undertakers, when carrying out a funeral!

Mr Mouncey was also able to confirm that the car was supplied in red exterior paintwork from the factory, but was painted gold by the time he came to own it. It was under his ownership that the car was painted Sable brown and the vinyl roof added.

The car was then moved from storage yard to storage yard, gaining an axle and engine components along the way, but never actually getting back on to the road again.

The car was eventually sold early this year to our customer, who is busy preparing for the restoration. I wonder what colour the car will end up this time....



The glass was removed prior to being stored outside - allowing the elements in.