

XJ Series Forum



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



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Words of wisdom from Keith Parrington



I have had a bit of a cull here at XjRestorations – with many of my own personal vehicles/projects finding new homes. The catalyst for this cull was ‘sense’. I simply had too many unfinished projects and not enough space or time to complete them all. So I thought I would clear down and just make one special car – my XJ12 Coupe. That ‘sense’ lasted about ten days!

Following a rather stressful day at work, I went home and relaxed with a nice glass of Scotch, and a trawl through recent goings on within various Facebook groups I actively advise on. One thing led to another, and the next morning I awoke to a bit of a sore head and another project winging its way to the workshop.

A full evening of chat and relaxed grip on my new found sense had seen me purchase an XJ6 Series limousine! The real

appeal of this car is the fact it is almost unique. I have trawled various websites and databases, and not found another.

The treadplates bare the name ‘Glenfrome

of England’. Armed with this, I have since found that Glenfrome were largely known for stretching Range Rover Classics, and a handful of XJS models into four seater GTs. A chance finding on eBay was the brochure. This indicates that Glenfrome were commissioned by Guy Salmon to produce what was to be called the ‘Twenty Six’ (twenty six inches longer!), but gives very little information as to specs and prices – it’s more of a ‘contact us’ brochure.

I have no information at all on how many were built, let alone how many are left. If anyone has further information on the car(s), please get in touch via the email address above.

The car itself is actually in quite reasonable



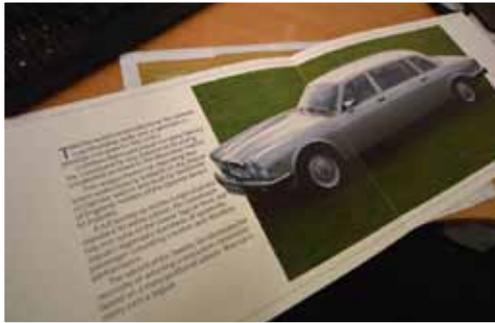
Keith Parrington's latest project, a Glenfrome stretched XJ6 Series 3.



Front seat legroom is restricted because the seats do not move backwards because of the glass division separating the driving compartment from the rear.



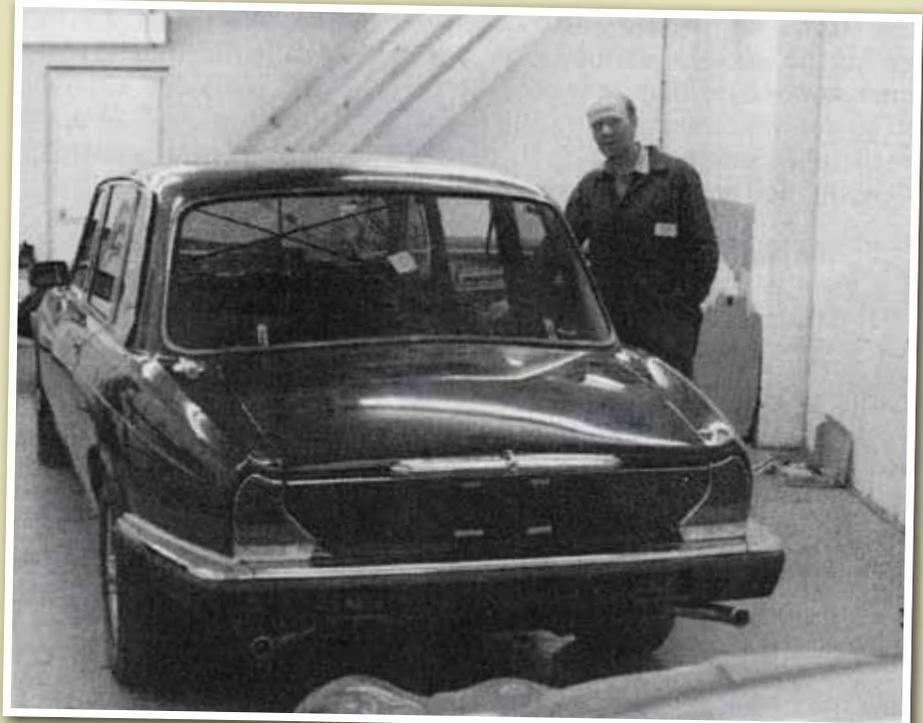
Fold away additional seating and the glass division is electrically operated.



A rare find, a Glenfrome brochure for the XJ6 limousine.

Editor's update

As soon as I saw Keith's pictures and comments about the Glenfrome, I remembered the cars. From my archives I found some pictures of one I spotted at the NEC Classic Car Show a few years ago (for sale) and something I cut-out from a magazine. Does anyone know more about these cars?



From the Editor's archives, this magazine cutting is marked on the back 'RS' so the bodies may have been finished off by RS Panels??

order, and I will restore it. The quality of the conversion appears to be superb. The car requires one of the bespoke doors repairing, and some sill work. Despite having sat idle for ten years or so, the 4.2 litre XK engine is superb – very sweet, no smoke, no rattles – a joy to hear. The brakes have seized as is to be expected of any XJ that has stood idle. The interior apart from being in a rather tacky white finish, is also in excellent order.

Once my Coupe is completed, the limousine will be put right and will be on the roads once more. Again any information on the 'Twenty Six' would be most gratefully received.

Glenfrome Engineering, (as it was originally known) come from Bristol, founded in the late 1907s by Ken Evans and Vivian Hunt.

Although they started business by producing a somewhat unusual looking sports car, the main thrust of the business was in producing special edition Range Rovers for the export market (which is why the name is not familiar to many in the UK). They moved into producing stretched limousines for several manufacturers, not least Rolls-Royce and Mercedes, and of course Jaguar, of which the XJ Series 3 is a specific example.

It is not known how many Glenfrome XJs were produced or still exist but apparently they were produced for the Middle-East. By the time you read this the XJ Coupe get-together will have taken place and a full report and pictures will appear in the July issue of this magazine.

This particular example of the Glenfrome XJ was seen by the Editor at the NEC Classic Car Show c.1990? Finished in Rhodium Silver (a Jaguar colour at the time) with Navy leather interior, does anyone know the car now?



The NEC Show car interior with period telephone.



Keith Parrington unleashes his Double Six for a trackday.

The winter months have brought some horrific weather, and some very drastic changes here at my company, XjRestorations Ltd – both of these factors have seen our Daimler Double Six Vanden Plas tucked away unused in the garage at home.

One of the most significant changes at XjR has been the merger with Ray Ingman's long established Classic Spares. This has seen XjRestorations expand significantly and move into the supply of race components and the race preparation arena. With this move also comes sponsorship of the Club's Saloon & GT Championship series with Toyo Tires. As joint title sponsors, we have been invited along to events as a guest of Terry Dye (thank you Terry), one of which was the Jaguar Enthusiasts' Club trackday at Brands Hatch on 28th February.

A visit to the Kent circuit was seen as a great opportunity to have a full works outing, and as luck would have it, the weather turned mid-week, with the sun making an appearance. The company VW Transporter was required for the day as some orders were being delivered trackside, but being only a three-seater vehicle (and there are five of us in the company), a second vehicle was needed.

So my garage door was popped for the first time since mid November, and the Daimler (PLC) was rolled out. With the ignition left momentarily in the second position, the V12 cranked over and rolled into life on all 12 cylinders instantly – credit to the SNG Barratt reworking of the Opus system; starting an early V12 is rarely so straightforward! Replacing the various home 'bits and pieces' that are customarily stored down the sides of any old car in a domestic garage gave time for the temperature gauge to creep up before setting off to the XjRestorations workshop.

A quick levels check showed a very small drop in both engine oil and power steering fluid, both to be expected with an all original V12. With the tyre pressures and all other levels looking good, a quick wipe down of the trim and she was ready for the trip to Brands Hatch the following morning.

Annoyingly, the 28th brought a return of the wet weather. Thankfully just a light drizzle, but still enough to test the standard Series 1 XJ's lack of a proper screen demist system. The run to Brands from Eastbourne is only about an hour and half, and our youngest member of staff Wil, was the fortunate co-driver with me for the day. Wil has been with us for around six months now, and is a great asset to the company. Although test drives of all Jaguar models are a regular occurrence for him, this was Wil's first journey of any distance in a classic Jaguar.

As we set off from the coast at 7am,

Back on the road, seen at the recent Club trackday.



the rain had eased off and the roads were clear. First stop – a petrol station! From here, we were able to make a brisk run up through the back roads to Tunbridge Wells, with the car performing effortlessly (as usual), soaking up the long winding country roads with ease.

The pleasure of the drive was interrupted as we entered Tunbridge Wells itself, where the morning school run traffic was building. We sat in heavy traffic for a good 30 minutes, with all gauges holding strong while we weaved through the stares and nods until we found the A21 bypass leading out onto the M25. This prime chance to open up the throttle saw us cruising along in the outside lane past the modern Euroboxes on their daily commute. I glanced over to see a broad grin on Wil's face, which, as he looked back, turned to wide eyed amazement as he noted how swiftly the fuel gauge had dropped away.

We arrived at Brands just after 9am and were soon parked up behind the pit garages before meeting with Terry and Ray to see what the plan for the day was. After signing the various disclaimers, we were all clear to enjoy the required passenger sighting laps. Having worked with Ray for a number of years now, and increasingly

so with the Classic Spares connection, it was a real treat to experience Brands with him at the wheel explaining the course and the best racing lines to follow.

The day went ahead very well, given the changeable weather conditions – had conditions been dry for longer, I think PLC may well have found its way out onto the track for a lap or two. As it wasn't to be though, we watched as a good number of XKs, a Mark 2, a replica lightweight E-type, a selection XJ-S models and three XJ saloons ventured out for some pre-season testing. It was also nice to see some novice drivers taking out their own road cars, just to experience the feel of their cars on a racetrack. This is surely one of the many highlights in being part of a club like ours – the opportunity for the general member to do something different with their own cars, alongside the likes of Nigel Webb and CKL developments who attended for testing purposes.

For today at least, there were no XJ Series cars out on track to report on, but the saloon championship is very popular with some nicely built cars taking to the track in each race. Classic Spares' own car should be ready soon, and may be appearing on these pages even sooner.



Classic and modern cars on the track.