

XJ Series Forum

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

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Sharing the Passion

Raising the Dead

Keith Parrington's interest in all things XJ Series is only heightened by some of the unusual conversions carried out on the cars by outside coachbuilders. This time he turns his attention to an estate car.



In 2012, I pieced together a two page article on the various attempts to make a convertible XJ Series car, followed by another two page spread on the attempts at an estate. The most recognised coachbuilder of both variants of course is Avon Stevens. The Avon XJC Convertible is a car we at XjRestorations are quite familiar with, having restored two of the four Daimler Double Six Avons to have been built. Their estate is something I have only had the pleasure of once, going back to my days as an

apprentice. In the piece about the estate cars, a picture of TFM 28M was printed, asking the question "Where are you now?" Well, we now have the answer. It is sitting in our workshops.

A unique car

TFM 28M is a totally unique car. Built in the summer of 1971, the car started life as a standard UK specification Daimler Sovereign 4.2 litre Series 1 with automatic transmission. Although built in 1971, it was not road registered until 1973. The car spent the two years between the build

date and registration being converted into what is possibly the first ever XJ6/12 estate car, and most likely it inspired the Avon versions some seven to eight years later.

There is very little known about the car. We are looking into the history and the coachbuilder as best we can with the help of Nigel Thorley, but the car carries no identification plate as you would find on an Avon or Lynx conversion. The work carried out in the conversion though is of exceptional quality.

Unlike the conversion carried out on the likes of the XJS Everter where the roof extension varies from car to car with body filler and lead making the majority of the profiles, this car has a full one piece steel pressing as a roof panel. We cannot find a join, and the steel contour from the tailgate tapers away through the full length to the windscreen, with the tailgate hinges being recessed into the roof line. Unlike the later Avon conversion, the fuel fillers are kept very low in the rear wings.

Inside, the interior remains standard Daimler in the front. The rear seat is a modified frame, allowing for the upright to fold flat revealing a large, if not shallow, loading area.

The car was supplied in Sable Brown with a Biscuit interior, with standard 4.2 litre steel rims, and manual windows.

As the pictures will show, the car is in a very poor state. Privately owned, it was found in a breakers/banger racer's yard in the north England. The extra tyre 'protectors' around the front tyres show where the car was destined, but the owner of the yard held back racing this rare car. It sat however for years outside, unloved, and with no glass. The years have certainly taken their toll!

The new owner is aware of just how bad the car is but is determined to rebuild it having saved it from being raced to destruction.

What now?

It's all to be done. The standard XJ corrosion is evident everywhere. Even the rear chassis legs have corroded through, leaving the body resting on top of the independent rear suspension.

A raft of new old stock body panels have now been sourced, including complete rear chassis legs, and work is now underway to carefully strip the car, brace the bodyshell, and see this one-off go back on the road.

I will keep the Forum updated with progress as we build, and would welcome any information on the car's history.



The estate car as it was photographed some time ago.



The car as it is today, with further deterioration since last photographed.



The rear seat back has kept in remarkably good condition, although the frame is altered from original. Note the roof with plenty of headroom and rear loading height.



With the roof covering stripped away, Keith has been unable to find a join, suggesting that the roof pressing was a complete one-off pressing especially for the car.



With the rear seat folded down, the loading area is massively extended. The horizontal line across the rear of the roof is where the tailgate opens from providing plenty of access, a well thought out feature.



Corrosion has taken its toll on the bodywork and internal structures after so long being neglected



The roof is a remarkable pressing with a scalloped area surround a bit like a contemporary Triumph 2000 estate car.



The inside rear tailgate area where 'growth' was taking over! A lot of work to do, but Keith will report back as progress continues.