

XJ Series Forum

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

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Sharing the Passion

Mr Brighty's Avon Convertible – completion

Keith Parrington brings us up to date with the work on what is now a rare convertible produced by the Avon Stevens company in Warwickshire.



In December of 2015, I wrote of the works carried out on Mr Brighty's Daimler Double Six Avon. I closed the article stating that the car was ready to return to the road for the spring earning it's keep as a car available to hire for your special occasions.

With the car MOT'd, and a fully functioning gearbox now installed, we were ready to do the snagging run, with the pleasure of Mr Brighty's company as well. The first thing we noted, was how taught the car was. Having had a comprehensive suspension rebuild, we would have expected the car to handle as an XJ should – but Avon's are notorious for being, a little....flexible. After all remember they chopped the roof off! This example however, shows very little flex at all. In fact, during a road test in late February by *Jaguar World* magazine's Jim Patten, he went out of his way to insert digits in all hood crevices whilst driving to find the elusive flex! He came away with undamaged fingers, and a smile.

The operation of the hood itself is quite a challenge – and not one you



A very attractive and usable four-seater convertible.



The hood is quite a piece with a large rear window and difficult to erect and let down.

off! A replacement is being sourced now.

Beyond that, and a slight resonance from the exhaust on a heat shield, the car was ready to return home, but not before Jim Patten had his hands on the car!

We were lucky with the weather, and had a beautifully crisp sunny February day to run the car through the South Downs and around Beachy Head, resulting in a very nice five page feature from Jim in the April edition of *Jaguar World* magazine.

Now back in the proud hands of Mr Brighty, the car has been used for a few Sunday lunch pub runs, and is ready for work this summer.

would wish to take on by yourself. There is a definite art to raising and lowering the hood, and even more so getting the hood bag on the folded unit.

One thing Mr Brighty and I did note, was that at about 50mph there was a knocking noise from above. A quick inspection revealed a simple design error in no cushioning area for the forward hood brace. A floating crosspiece to give the forward section of the hood its shape was all that was needed. It is simply held in place by the tension of the hood when closed. As vehicle speed increases though, slight lift allows the crosspiece to chatter against the main frame. An easy fix though.

The original period radio is a lovely looking thing and we should have left it at a 'looking' thing, However, once switched on it refused to turn



Because the hood doesn't not descend into the bowls of the rear deck, it stands quite proud hindering rearward vision.