

Jensen

Issue 231 Sept - Oct 2013



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VISA

hope you enjoyed reading the last issue of this magazine; there are still some things that I want to improve, not least an expanded "Letters to the Editor" section, which I feel would be of particular interest to those members who do not frequent the JOC Forum.

Our Club News section seems to go from strength to strength, which is very encouraging. And I'm always pleased to publish news of forthcoming events: this issue contains details of both the joint Thames Valley / Wessex areas' Bude event in September, and also advance warning of next year's Spring Weekend, which looks very good indeed.

On a less happy note, Colin and Diane Mayes have asked me to point out that the trip to the USA Jensen event next year has been cancelled due to lack of support, which is a great pity. John Bell and I were planning to go too; we had also thought about driving along Route 66 and possibly the Pacific Highway between L.A. and San Francisco afterwards. But it's not to be. However, we do have an article in this issue written by Rob Sass of Hagerty Insurance fame, who did indeed drive along Route 66 recently, so that may act as some consolation!

This issue seems to have a different flavour to the previous one: we have articles about Jensen models, details of events long since past, and even something about whether our cars have got soul! Whilst some may not always agree with the latter, I think we can all concur that our cars do occasionally seem to have a mind of their own...

Talk of Jensen models made me look a bit closer about my own Enco model of an FF, bought by my colleagues as a leaving gift when I set up my own consultancy in 2009. It's a lovely model, and only after looking closely at its photograph did I realise the level of detail present! It's certainly a far cry from my Dinky Toys FF shown elsewhere in this month's mag.

And now for a plea. I desperately need articles please for the magazine. Keith Andrews very kindly forwarded me quite a pile of articles that he'd saved for publication, but these are now nearly all used up. Also, Lewi and the Committee want to publish a new Torque magazine this autumn. To do so I need some articles – so please get writing!

Paul



Enco model of Jensen FF

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Cover photo: Keith Andrews' lovely FF

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Chairman's Interception

I know that after last year's washout of a summer, we were all hoping for a good summer this year. I'm writing this indoors, and I feel I really should be outside doing something with the Interceptor. The weather here in the UK is glorious, and it has been no surprise that I have seen a lot of classic cars on the roads over the last few weeks. It would appear that Wiltshire is full of older cars from the 1950s, 60s and 70s. Now I have always tried to use my older cars on an 'all year round' basis, but this balmy weather has seen many more cars coming towards me on various roads. They all wave when they see the Jensen, and they all seem to be happy. My question is, therefore, are we happier behind the wheel of our classics? Perhaps it is something that one of those 'Lifestyle Surveys' could shed some light on.

Health Foods – now I know this looks like I've lost the plot a little bit, but please bear with me. I watched a programme the other week about various types of health foods, mainly those associated with being gluten free, and the amount of money that it produces for the UK economy. The figure is in the region of £250 million, and that figure means that these foods are now being taken seriously. Last year the total amount of money for the UK economy from the classic vehicle movement was £4.3 billion (yes, I did mention billion) which is over 17 times that of these gluten free health foods. Does this mean therefore that we have 17 times more power when it comes to legislation? Or is it, as I suspect, that we are treated as a minor inconvenience to that major inconvenience of being a motorist?

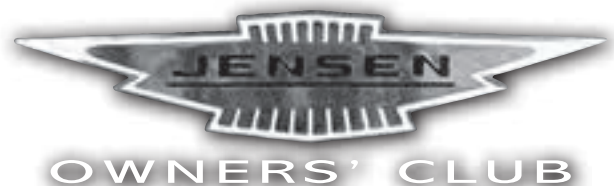
My local MP (whom I suspect to have 'Emperor's New Clothes' symptoms) has come out on the side of the electric car, and I have a good mind to make an appointment with him the next time he has a surgery. My take on this 'going green' policy is that the electricity has to come from somewhere, be it (imported) coal-fired or (imported) oil-fired power stations. Lithium mining destroys vast areas and the batteries in these vehicles are multiple, and not that long lasting. Then there's the materials that have to be made (using energy) to build these cars in the first place. One survey I saw said that it takes around 15 to 20 years to pay back the damage to the environment to build a car.

When we bought an Interceptor for Lisa, it was a replacement for her every day car and during the first couple of years she used it most days. I could sell it tomorrow for more than I paid for it; the insurance was (and still is) cheaper, and being built in 1972, it is road tax free. Our previous Eurobox depreciated at an alarming rate and yet we weren't putting in anywhere near the amount of money in fuel – even at 7.5 mpg around town – that the previous car depreciated at. I service the car regularly so the amount of hydrocarbons coming out of the exhaust is not that bad; (checked on a MOT machine and it is what you would expect of a 3 year old car). The Interceptor was 35 years old when we bought it, so it has already paid its due to the environment. What we hadn't counted on was that the boys' popularity at school went up because their mum was picking them up in a 7.2 litre V8 classic with a huge grin on her face.



If we come full circle from my opening paragraph, classic car drivers are happy people because they help the economy, their cars are cheaper to run and more environmentally friendly. You owe it to your children and your grandchildren to be out in your Jensen as much as possible.

Lewi





Bertie Bott and the Quest for the Golden Snitch of Tyredom

Please don't tell me you've never read one of Joanne Rowling's books or seen any of the Harry Potter motion pictures – because I won't believe you. You may get away with not remembering Harry's favourite sweets though; the infamous Bertie Bott's Every Flavour Beans. These candies may look the works but can have just about every flavour imaginable. From sardines to marshmallow and chocolate to tripe; you just never know. Harry's Headmaster was put off the candy for years after he'd chosen poorly, and found himself chewing on a vomit flavoured one – and when he finally dared trying another one, in book 55 I think, it turned out to be a rare earwax example. Confused? Good. Read on, it may save your life.

Prices have soared

I've been looking for a new set of wheels for our 541 DeLuxe, 'Poppy' for aficionados; for years now. So you may imagine I was as happy as a Bertie Bott Bean tantalising Professor Albus Percival Wulfric Brian Dumbledore's taste buds when I finally found a truly cheap set of second hand wires – and in good nick too. Which meant the next level in my internet-sourced restoration would consist of a quest for the Golden Snitch of Tyredom - or in non-wizard terms for

you Muggles: a set of five new tyres to complement the rims. I guess I could just as well have saved myself the trouble of looking for a cheap set of wheels and bought a brand new quintet of stainless chromed spokes instead. Because compared to the cost for tyres, the price for the rims is no more than an insignificantly tiny digit on the already overloaded debit side of my bank account statement. No really, tyre prices have soared to extragalactic heights.

No Longer Affordable

Apparently it's the Chinese, and now also the Indian, never-ending craving for rubber that's made the good-old colonialist plantations of yesteryear a source of great wealth once again. Both natural and synthetic rubber prices have just about quadrupled over the bygone decennia and more than doubled during the last couple of years alone. And we all know that rubber constitutes as much as 50% of a tyre's production cost, of course. So it's no surprise really that new tyres are now within reach of only a few happy CEOs of billion-dollar corporations, heads of state, gangsters, rappers and sheiks – oh, and bankers of course. But no longer affordable for a poor pensioner living in France, trying to keep his trusted old Jensen safely on the road.

Limited Choice

Now, one could be fooled into thinking that the Chinese spitting out a zillion new tyres onto the market each millisecond would automatically translate into at least more choice for us poor souls in the West. Ehhh... no. Not for us classic car enthusiasts anyway. On the contrary. The number of sources for tyres in classic sizes and with classic patterns has dramatically decreased over the years. It already was quite a challenge to find new diagonals to fit the pre-war Jensens, PWs and early Interceptors (okay, yes; and the first batch of 541s), but even the number of marques producing modern-ish sizes to fit our more commonly known Jensens are now as scarce as an Ollivander wand.

Crocs

Our 541s, C-V8s and Interceptors are, by and large, decked with either one of two radial sizes nowadays: 185HR15 or 205/70VR15. Yeah, yeah, you purists, I know; it's 6.40x15, 6.70x15 or ER70VR15SP - but find someone on the forecourt of your local high street tyre outlet who doesn't think these figures relate to either the Euro deficit or a new iThing gadget, and I'll send you a nice pack of varied Bertie Bott's Beans as a reward. No, most of us have progressed to their more modern radial equivalents - for good reason by the way. And you'll even get away with these modernistic rubbers without your Jensen looking like a 70-year-old Minerva McGonagall with a pair of poison-green Crocs on her feet; there are still tyres to be had with an old-skool design which even deliver in terms of road holding and comfort. But one has to start looking for them really hard. It's in the figures you see. Ours has simply become too small a market to justify full-blown mass production runs any longer. So it's up to, literally, less than a handful of die-hard automotive firms like Michelin and Vredestein to keep us on the road now.

No Van Tyres

Anyway, being rather put off like Dumbledore by the sick-flavoured BBBs, I crossed the gold-and-diamonds encrusted £ 300+ (each, mind you) Michelins off my list and started looking for alternatives. Well, there really aren't many around, I can tell you that. Some specialised stores still have the odd Dunlop, Pirelli or Avon laying



around, covered in dust (beware of aged 'new' tyres!), but all of these once famous marques are no longer widely available in 'our' sizes. The only ones readily to be had today in the 185HR15 range are either made by the aforementioned Michelin of France or Vredestein of the Kingdom of our beloved Netherlands. I could've opted for a cheap 185R15 van tyre of course (typically with a load index in the 103 region instead of somewhere around 90) but their ability to deal with the bumpy French back roads and the power invested in a Jensen are close to zero. So, against my typically Dutch avaricious nature, I decided not to opt for the cheapskate variety.



Michelin X



Michelin XDX



Michelin XVS



Michelin XWX

Michelin tyres - designs that we were used to!

Research & Development

If you don't mind switching to altogether modern 185/80R15 tyres, there's a wider - and somewhat more affordable - choice, with Universal and Maxxis whitewalls, Dunlops or Hankooks available through most major tyre centres. Or, dare I mention it; you could go for a 'less familiar' brand such as Ovation, Kumho or Matador. Yes, once you leave the classic tyre scene behind, there's a vast choice of cheaper tyres from Chinese or Indian origin. Wanli, Fortuna, Nankang, Novex, Westlake, LingLong, Hifly, Rockstone or the contradiction-in-terms-named Goodride; they, and more, are all to be had well below the financial threshold of their better known European and American counterparts. But I'll let you in on a little secret here: there's a pretty convincing reason for that. It's called 'research & development'.

Death Eater

Quite like Bertie Bott's sweets you never really know what you're buying if you go down the 'far eastern quality' road of tyres. Which is pretty disconcerting. Even though a few of the Asian rubber wheel covers are now doing surprisingly well in annual dry-road tests, the vast majority are still outperformed left, right, centre and straight ahead by their western competitors, especially in wet conditions. In these circumstances you really won't know when or, worse yet if, your car will ever come to a stop once you hit the brakes... that's downright frightening. With Nimbus 2000-like power under the bonnets of our Jensens in mind, an even more worrying characteristic is their limited margin of error. In a recent survey they subjected a whole bunch of tyres to 10% higher speeds than the indicated maximum. Several of the far-eastern variety simply collapsed or disintegrated within 15 minutes - whereas the 'western' rubbers had no problems whatsoever dealing with these extreme conditions for as long as it took. And that's as scary as finding a Death Eater riding shotgun in your beloved Jensen. So in the end I opted for what I thought to be a reasonably safe, financially acceptable and aesthetically pleasing compromise in the form of a set of classic Vredesteins for our Poppy - not knowing that this pride of Dutch industrialism is now wholly owned and operated by an Indian manufacturer called Apollo...



What have I learnt from my pursuit for the ultimate tyre, you ask me? Well, I've come to realise that - though seductively adventurous they may seem - Bertie Bott's Beans are not my kind of thing. No, in future I'll stick to Maltesers, M&Ms and the occasional Twix instead. At least I'll know what I'm in for then...

Roel & Christine Korzaan

Footnote from Zac Marshall:- Blockley Tyres are now producing 205/70 VR 15 tyres as fitted to the Interceptor, see <http://www.blockleytyre.com/>



The Wee Scottish Trip

Lynne and I first met Mitch and Margaret at the Travel Lodge at Ashford, before setting off to Belgium for the Battlefields Tour. By the end of that weekend we had become firm friends and had agreed to take our Jensens on a European tour, which led us both to the “heel” of Italy. We had also met at Thursdon Castle and Glamis Castle shows, and during our conversations it became clear that Lynne and I were unfamiliar with the Highlands of Scotland, whereas that was an area of their country well-known and loved by Mitch and Margaret. Thus, the seeds of a Scottish tour were sown and May 2013 was set for the trip.

Mitch spent many long hours planning a detailed route with good sightseeing opportunities and visits, together also with suitable accommodation along the route. Our first day took us to Fife, their home county, a journey of some 190 miles, before setting off bright and early on day 1 via Dundee and Braemar to Aviemore. The FF had been cleaned the previous weekend, but after a 100 mile round trip with the local MG Club, it came home quite dirty, and upon arrival at Mitch’s house there was his aquamarine Interceptor III shiny and bright... For a while, but only a short while, I thought I should clean the car, but in typical Scottish fashion our first morning was met with rain and dirty roads; half an hour after setting off both cars were quite the same - filthy! The road to Aviemore was interesting and quiet, though the surrounding hills were hidden mysteries, but without notable event Aviemore was reached on what proved to be the thirstiest leg of the trip, where I averaged 14.5 mpg.



The cars of Mitch Frasier (Interceptor III) and Andrew Tweddle (FF II)

The next day comprised a gentle drive to Dufftown where we had a very interesting tour of the Glenfiddich whiskey distillery, and the free samples at the end were much enjoyed by Lynne. That is one of the bonuses for passengers on a distillery trip; they are able to drink the free samples that the drivers would have had! It was at Dufftown that we encountered the only mechanical failure of the week, when the indicators on the Interceptor failed. A brief telephone call to

Steve Payne resulted in the problem being quickly diagnosed, and equally quickly thereafter rectified by Mitch. I had often wondered where the whiskey barrels came from and had been told that the ones used at Glenfiddich were used barrels, in the main coming from America, but also some coming from Spain. The tour guide advised us that many other distilleries use much newer barrels made in Scotland. In fact, just a mile or so down the road from Dufftown, there is a cooperage with the biggest storage pile of barrels you ever did see. We returned towards Aviemore and called in at Aberlour to visit the distillery there. As soon as I got out of the car, some people surrounded it, yabbering in some foreign language. They turned out to be Russians from St Petersburg, visiting the distilleries of Scotland, and they were absolutely amazed and enthralled by the FF; one younger man (who spoke good English) was frantically asking questions and translating to his friends all sorts of information about the car. Five minutes later Mitch’s Interceptor arrived and I am sure they thought it was Christmas! They were so impressed by the cars that many photographs were taken before we returned to Aviemore - by which time it was raining again, and the limited shopping facilities there proved a welcome respite from the rain.

The next morning revealed sunshine as we drove up the A9 to Inverness and as we came to the Caledonian Canal, had a treat of the bridge opening to let a yacht through, and then the drive down the side of Loch Ness in the sunshine, with the sunroof open, was really good. We stopped at a small tearoom at Invermoriston, and the owner/chef rushed out to take photographs of the cars, asking about them and enquiring whether we would mind advertising his café with the photographs of the cars, which of course we said “No.” We were told that he has had many interesting cars visiting his eatery, but never once had he felt the urge to take photographs of them. He hadn’t seen a Jensen for years, and he quite simply loved them. What should have been a relatively short stop turned out not to be, but, again, the warmth created by the cars was really amazing. As the drive continued through spectacular countryside towards Skye, the weather deteriorated and by the time we reached Eilian Donan it was blowing a gale with horizontal rain. It is a surprisingly long drive from the Kyle of Localsh to Portree, especially when the weather is dreadful, but that run produced the best mpg of the trip – 19.04 mpg. We stayed at the Viewfield House Hotel which is owned by the sixth generation of the MacDonald family, and what an unusual place it is. It is furnished with antiques, the heads of dead animals, stuffed animals, gracious, faded Scottish splendour, but with a charming host and a welcoming log fire in the drawing room. Our bedroom was absolutely enormous! The ensuite bathroom was bigger than many bedrooms we have stayed in at some hotels, and the aspect from the vast room over the bay at Portree was truly spectacular; when it did stop raining, albeit for a short time and the mist lifted, wow, what a view!

A tour of Skye was then planned and we had an interesting visit to Dunvegan Castle, a visit in the dry. After lunch though the rain returned and as Mitch and Margaret decided to see the sights (!)



Beautiful car - and beautiful scenery!

of a northern circular tour (and they saw very little) the attraction of a visit to Talisker distillery beckoned, and we went there. It was very busy, and there would have been over an hour and a half delay to wait for a tour, so we returned to Portree and the comforts of our hotel clutching a miniature bottle of Talisker for Lynne to sample, of course, so that she could objectively compare it to the Glenfiddich!

The next morning, as we left for Ullapool, the sun shone and though the countryside was still bleak, at least it could be seen in all its glory, and the reflections on the waters were really brilliant. The trip along the A890 and A896, and then the A832, was really superb, though we did not have time to make the Applecross detour. This had to be Scotland at its best, with a mid afternoon break at the gardens at Inverewe, which on a warm, sunny afternoon were truly delightful. We then drove past Loch Ewe and I was both surprised and impressed to find that this had been the home of the British Arctic Fleet when operating during the Second World War. Some chilling pictures on display boards and accompanying stories brought home the horror of giving protection to the Arctic convoys which were so vital and important at that time. This is a remote area and it seemed that naval staff did not exactly relish a posting there. One of the display boards gave a quote from a sailor, saying that for the first six months he talked to himself, and for the next six months he talked to the sheep - and for the next six months after that the sheep talked to him! A short distance before Ullapool we stopped at Corrieshalloch Gorge and Falls, a spectacular view well worth the walk down and, indeed, back up from them. At 200 feet deep this spectacular gorge sees the river drop 150 feet over the falls. There is a little suspension bridge there, and when there were other people on it, it swayed quite noticeably, and I have to say I did not tarry

there long! The loch at Ullapool was still with clear reflections in it and the mountains surrounding the town were still snow covered. It was quite idyllic and the town was quiet too, and not at all touristy.

After a stay in the Argyle Hotel, which incidentally put on traditional Scottish music for us (well perhaps not just for us!) we set off for Thurso, following the west coast road and then along the northern coastline, where there were some really lovely coves and beaches to look at, particularly around Durness. Mitch and Margaret stopped there for a while and he was almost accosted by a lady ecstatic in seeing his wonderful Jensen; and had Mitch been a few years younger then what might have happened next? There is really rugged scenery along that northern coast with interesting roads and lovely sights, and then on to Thurso and dinner at a lovely restaurant in Scrabster.

After a night in the Weigh Inn Hotel we moved on to the Queen Mother's Castle of Mey, and then on to do a bit of the tourist thing at John O'Groats. An interesting place, full of contrasts and one where I think the full potential has yet to be realised. As we were taking a photograph of the FF near a John O'Groats sign, the man who ran the bacon butty portakabin rushed out to take a photograph of us taking a photograph! Driving down the A99 and then the A9 towards Inverness, it was difficult to believe that we were so far north, so different was the scenery as we headed south. It was far more reminiscent of what we are used to in the north east, but the views over the sea again were quite magnificent. A coffee stop at Dornoch enabled us to take in the sights of the spectacular bay at Dornoch Firth, before taking the scenic hilly route to Dingwall where we stayed our last night.

The unbroken sunshine from Skye finally ended as we headed south on the A9, when we left the amazing shopping experience at House of Bruar – it must be very easy to spend a large amount of money there very quickly. Back at Margaret and Mitch's in Fife, the weather closed in and was damp, wet and cold and then it was all too soon to leave our wonderful hosts and head home down the A68 and Carterbar. All told we travelled 1500 miles and averaged 16 miles to the gallon, a figure I was really pleased with. When Steve Payne fitted his really useful fan regulator last year (and it really does work) he also tuned the car to run on super unleaded petrol and I did wonder whether it would be possible to obtain super unleaded in the wilds of the northern highlands. We stopped for petrol every day and managed to find super unleaded without any difficulty, though at quite a price.

So looking back at the Scottish trip, what have I learnt? There are wonderful open roads really just waiting for Jensen-type touring with breathtaking views, especially when there is sun reflecting off the rocks topped by snowy covered peaks. Nearly everywhere the cars were parked they attracted great interest and positive comments; those who knew what they were, were delighted to see them, and those who did not wanted to know all about them. These cars really are a brilliant ambassador for friendly interaction with so many people, not only those from the UK but a number of foreign visitors that we met as well. There are useful signs on the A9 telling slow driving vehicles to pull over and let overtaking take place and even to pull into lay-bys to facilitate this. Such signs should be replicated in other parts of the country and caravan drivers in particular encouraged to follow them. Finally, this was a celebration of friendship between two couples who met as a direct result of their cars and being members of the Friendly Club.



Mitch and Margaret Fraser and their 1975 Interceptor III

Andrew Tweddle



Andrew and Lynne Tweddle with their FF II



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The Human side of Jensens

To ordinary mortals, cars are just lumps of metal (or plastic, depending on the way you swing), but to us, car nuts, there is so much more to a car...

The enthusiast often tends to see their car as an art form, a sculpture with just the right curves, lines which express and accentuate, a shade or colour which retain or reflect the light in just the oh-so exciting & alluring way. As for the engineering and construction? – it's a wow!!! The use of high-tech materials and their finish, especially where function is married to elegance, and married to style - as in the example of walnut fascias, the surrounds & fillets, door cappings or wood-rimmed steering wheels. Another wow factor - what about the lovely Rostyle's fitted to FF and Interceptors, or the alloys fitted to Series III cars – much more than just function? Yes, yes! What about the levers and switches, the flaps and the knobs, the nacelles and projections, the nooks, the crannies, the hideaways!! Believe it or not, chapters and books have been written about these.

So what is it all this about, *this human side of our cars?*

In talking to members about their cars, it is truly amazing what one learns about their cars, especially from owners/custodians, who have taken the trouble to research the car's history – and I don't mean just the service history, as to when the sump was emptied and replenished with Castrol GTX, or when the spline nipples have been greased... No, no, I mean the human side of our cars, that which is related to past history, past owners, the people who have loved, cherished and smothered these mechanical art forms.

I have received a chequered car history from one member, whose C-V8 was at one time in the ownership of an "Earl" of some vast Scottish estate. The car then went through a myriad of owners, before ending up many years later "accident damaged, poorly sprayed (yes, even by Jensen) with badly fading paint, its doors just about hanging on, floor-pans rusted, virtually gone – "but somehow, the cat asleep on the rear-shelf seemed quite happy with it all!" Hmm...

Consider this – from the grandeur of a titled owner on a large Scottish estate, to a housing estate and a cat nap spot.

Now, is there a real human story out there, or what (... and probably an animal side too!)

The current owner has now restored the car over a number of years and it will make a good documentary, or make a few pages and pictures in any magazine, surely... Oh, perhaps not any magazine, for I dare say RSPCA's feline care department may not seem too happy, what with a homeless cat prowling about and seeking lesser makes than the Jensen C-V8 - and now having to make do with mere Ford Escorts, Vauxhall Vivas and Nissan Micras.

So, do you see my angle? Perhaps we can prompt further encouragement from the owners to produce a magazine article for

the benefit of our readers. (Editor's note:- I'm very happy to include an article or two about an individual car's history: the more exotic, the better!)

I have received in the past some information, which followed my research into earlier cars. This was from a then custodian of a Jensen 541 car, which was registered YKX 257 (Chassis No 96563376) and also a later Jensen 541R registered WDF 671 (Chassis No 3434319) in Cheltenham.

Mr Barber, at the time a Technical Director with Spirax Sarco, was 'handed down' both of the above cars by the then Chairman (and major shareholder of Spirax Sarco Limited) one Mr Lionel G Northcroft, Esq. Mr Barber continued to run the cars for a number of years, until the company decided to sell these on, no doubt now much longer in the tooth and well past their maximum tax incentive dates...!!!

With his letter, Mr Barber sent me pictures and slides of the above cars, whilst in his correspondence, he explained that the 541 was sent back by Mr Northcroft, (that's the chairman, if you're still paying attention) to Jensen, for the fitment of the "now available disc brakes". The 541R, incidentally, Mr Barber quoted as an improvement on the 541, except for the "gear-change", which he considered as "heavy and rather agricultural". Hmm... Do owners of these models concur? Were Moss boxes fitted to 541 and 541R cars?

Back to Mr Barber... A C-V8 followed the two Jensen cars above and Mr Barber drove the car after the Chairman took delivery of a replacement vehicle (sadly not a Jensen – but more anon). This was "a very different car from the first two 541 variants, being much more civilised and, with the 6.25 litre Chrysler engine, the performance was in another league", quoted Mr Barber in his correspondence.

Alas, there were no photographs or registration and chassis details of that C-V8. Mr Barber, at the time of writing to me, was an octogenarian, and did not have these details in his memory. Incidentally, Spirax Sarco sold all the company cars on, once they reached a certain age – maximising upon current tax law benefits, no doubt, but somehow the Jensen's appeared to have lasted longer than other cars...

Interestingly, when the Interceptor was introduced, Mr Northcroft did not order the model. Possibly, to a long standing English traditionalist, one of an exclusive clientele, the modern looking Italian styled car, may have been just too flashy and much in the idiom of the long-haired pop star culture?

It is possible that the upheavals at Jensen, the resignation of Jensen brothers, whom Mr Northcroft knew, may have all been too much of an anti-influence. These are merely the writer's conjectures, fuelled by the fact that Mr Lionel Northcroft, the Chairman of this very successful Spirax Sarco Engineering Group in Cheltenham, switched his allegiance to, wait for it... - Bristol Cars. Interesting, eh?

It was made clear to me that Mr Barber, (an engineering director of this large Spirax Sarco group, remember?) was quite impressed with the Jensen FF four-wheel drive car, albeit he did not have the opportunity to drive one.

Now, out there in the big, wide world, there are cars which did belong to major industrialists, cars which belonged to the stars, the showbiz and sports personalities, Jensen's which belonged to people in the limelight. I know of an owner whom has an Interceptor which belonged to a musician, Steve Marriott of The Small Faces. But where are the cars which once belonged to Henry Cooper, Cliff Richard, Susan Maughan, Tony Curtis?

Where are the Motor Show cars, cars which were once in custodianship of Miss World, the singer Bing Crosby, golfers Jack Nicklaus and Tony Jacklin? Where, oh where, are the four-wheel drive cars, the FF's that went to Porsche, General Motors, etc., for evaluation? (Editor's note – theres a red FF in the entrance hall of Ricardo Ltd)

Where are the reports, written by myriads of engineers? - engineers are humans, too, are they not?

Whilst on the subject, may I commend to members of the Jensen Owners Club, indeed to all fascinated by social history aligned to our cars, the very complete work by Mr Ulric Woodhams, FF Registrar of our club, who in three volumes goes through an amazing insight of The Human Side of Jensen, certainly the FF owners...

There's a "human side" in every-one of our cars waiting to be exposed and to be published. Why not write in and tell us so?

George Zdanko

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Fast And Furious 6 Bildespesial

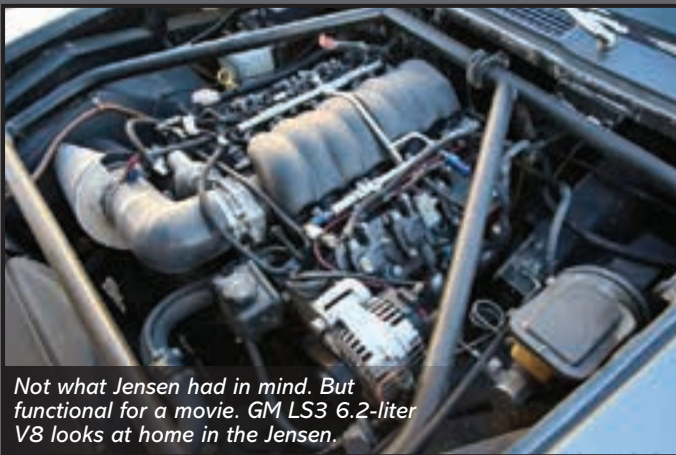
1971 Jensen Interceptor. Letty's Latest Ride Brings Her Back From the Movie Netherworld. Jensen grilles are hard to find. Mesh grating isn't.



When all else fails, tape will fix a window in place.



Autometer gauges replace the Jensen's original instruments.



Not what Jensen had in mind. But functional for a movie. GM LS3 6.2-liter V8 looks at home in the Jensen.



All photos Courtesy Edmunds.com



its hood, the Interceptor was powered by pure American muscle: either 383 cubic inches (6.3 litres) or 440 cubic inches (7.2 litres) of old-school, carburetted, V8 American

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If there's an unlikely star in Fast & Furious 6 it's the Jensen Interceptor. Built by tiny Jensen Motors in England between 1966 and 1976, the Interceptor is a big, rear-drive personal luxury machine in the vein of the Jaguar XJ-S or a Bristol. But instead of a temperamental, Euro-weenie six or highly-strung V12 under

muscle. And that made it kind of super cool back when you could use phrases like "super cool". In F&F form it's a Ford LS3 V8 med 480HP+Nitro, GM Turbo 400 three-speed automatic transmission feeding back to a Ford 9-inch solid axle rear end mounted on the Interceptor's leaf spring rear suspension (with new leaf springs to lower the car). To accommodate oversize 265/50R17 rear tires, McCarthy's crew widened the rear wheelwells. Four-wheel disc brakes from a 2010 Ford Mustang GT were adapted to the car.

The latest news on the membership figures, the new owners and their cars

At the time of writing membership this year stands at 1372 compared with 1367 at the same time last year, i.e. we are 5 ahead, which in itself may not seem much but in the current economic climate is pretty good and better than many other car clubs are doing. The figures for new membership are 98 and 87 respectively. We are continuing to recruit new members slowly but steadily and we still get the odd late renewal (it may surprise you, but not me!) and with the new late season deal of 16 months at the yearly rate there is always the hope that things will pick up a little faster.

At 1372 we still need to find another 71 members to reach last year's final figure of 1443, whether we manage to achieve this remains to be seen and I still have some reservations, but whatever happens this year will not be a disaster.

Overseas membership remains steady at 24.6%

New Members

New members who have joined since my last report are

9971	George Holmes	Gt. Yarmouth	
8143*	Ian Simmonds	Ashbourne	
6540*	Peter Bird	Stotfold	Int1
9973	Leslie Jones	Penzance	JH2
9974	Tim Hatcher	S.Molton	
9975	James Brown	Sevenoaks	
9976	Jim Goodwin	AZ, USA	CV8-1
9977	Malcolm Mackriell	St. Albans	
9978	Matt Cadman	Warrington	Int2
9979	John Platt	Romsey	JH1
9980	Jeff Burrows	Chorley	
9981	Paul Brewer	Lincoln	JH2
9982	Haroon Shabir	Birmingham	FF2
9983	Andrew Davidson	Marden	
8522*	David Cockayne	Leeds	
9984	Jonathan Grant	Altrincham	Int3
9985	Christopher Ohrstrom	VA, USA	
5081*	Kenneth Gorman	E.Kilbride	Int3
9986	James O'Reilly	Barnet	Int3
9987	Roland Mueller	Hofheim, Germany	
9400*	Richard Coombs	Prestatyn	
9988	Stef Schackman	Kamerik, Holland	
9989	Donald Jones	NSW, Australia	Int3
9990	David Biggins	IL, USA	JH2
9991	Andrew Everett	Buckingham	
2367*	David Middleton	Milton Keynes	SP

* former members rejoining

A very warm welcome to all new and re-joining members. We hope that you will have a long and happy association with the Club.

Keith Andrews

Membership Secretary (join@joc.org.uk)

JOC Technical Advisors

The following members have volunteered to try and solve any problems that you may have with your Jensen. Do take advantage of this service but remember to call at a reasonable time of day. You can of course, write to them if the problem is not urgent.

Jensen 541
Ron Smith
01283 760535

Jensen C-V8
Chris Walton
0121 3547441

Jensen Interceptor
Alan Smith
01380 726876

Tony Davies
01270 761444

Jensen FF
Dave Barnett
01708 456439

Jensen-Healey
David Newby
healey@joc.org.uk

Jensen-Healey
Martin Shirley
02476 385535
martin.shirley@
hotmail.co.uk

1973 Jensen Interceptor III purchased from Southwest US

My desire to own a Jensen started at a relatively early age with the gift of a yellow Dinky FF from my parents. Given the fact that I know at least one other Jensen owner who had the same Dinky toy as a child, I'd wager that this is a fairly common gateway to eventual full-size Jensen ownership.



The start of it all... Dinky Toys' Jensen FF

Interceptors were recurring things in my childhood. I played ice hockey with the child of well-to-do parents who owned both an Interceptor and a Jensen-Healey and I came incredibly close to convincing my dad to buy an Interceptor III from our local Jensen/Lotus/TVR agent Checkpoint America Motors. I still have the brochure to this day. He bought a Series III of another kind, an E-type which he regretted when it swallowed a gearbox at 10,000 miles...

Although I came close over the years (in the US, there seem to be far more bad than good examples) I was never able to stumble across the right car until about two years ago, when I spotted a Craigslist posting for a white with tan 1973 Interceptor III about 75 miles from the Mexican border in Tucson, Arizona. Tucson



'Spartacus' the white Rob Sass Interceptor...

and Arizona are hardly my favourite places in the US. Tucson is overwhelmingly brown (with the exception of the golf courses which suck up an inordinate amount of scarce water to irrigate) and it's all but uninhabitable from June through September with high temperatures of over 110 degrees Fahrenheit. In fact, the only thing I really like about Tucson is the awesome sight of the Pinal Airpark airplane graveyard, where acres of Douglas DC-8s, Lockheed L1011s and the odd Sud Caravelle and BAC 111 sit waiting for a takeoff clearance that will never come. The same climate that preserves obsolete airliners did wonders for my Interceptor!

Sold new in Los Angeles, apparently to the actor Tony Curtis (I nicknamed the car "Spartacus"), it migrated to even drier Arizona early in its life. Its long-term owner had been attending to things piecemeal - it sported a lovely cabin re-trim including the door cards and headliner, but the evidence of the brutal Arizona sun still showed on a badly cracked dash (I've since acquired a nice one from a terminally rotted Pennsylvania car). Similarly, the car wore a twenty plus year old respray in white (it was originally Pacific Blue) to better cope with the desert conditions. But, as one would expect from a car that lived in a blast furnace with an average relative humidity of about 38%, it was totally corrosion-free, a reference rarely made to any Jensen. When I looked underneath it for the first time, there was no underseal on anything whatsoever, and West Bromwich primer was showing through on the floor boards and the massive tubular chassis members. Simply astonishing!

The owner hadn't been using the car much when he put it up for sale, so after purchasing it, I had the car delivered to a restoration shop in Tucson that had been recommended by a friend, and here's where things came off the rails a bit: The shop was supposed to do some minor work, like replacing seals and installing a period Becker radio that I had bought, as well as perform a full service. They did next to nothing (other than drop and break the Becker), and in the US, where every state has its own court system (the Federal system being unavailable for small amounts), I elected to take my lumps



...once belonging to Tony Curtis

rather than traveling to Arizona on some uncertain future date to appear in court and sue the scumbag.

The lack of work became apparent on the trip back east along the famous Route 66. I publish a magazine for classic car insurer Hagerty, and the editorial staff thought it would make a fun road trip to drive the Jensen along with a rust-free white Datsun 280Z that I purchased in the same locale. There's a nine minute video of the trip on the Hagerty Knows Classics YouTube channel. It's an epic trip, nearly 2,000 miles (roughly the distance from Lisbon to Warsaw). Suffice to say, the lack of preparation didn't make for a trouble free trip. The ancient fuel filters on the car clogged every 100 miles, and the oil that came out of the car during an oil change performed en route was about the color of North Sea crude. Surprisingly, once the fuel filter issue was attended to the car ran quite well, handily outpacing the Datsun which suffered from a blown tire, broken coil wire, clogged fuel injectors and a seized air con compressor. Both cars made it, though it was more a testament to the magazine crew's mechanical abilities than the state of pre-trip preparation...

With the Interceptor back home, I've been attending to the little things like Bosch electric fans, sourcing some excellent second-hand tail lamp lenses from the nice folks at Richard Appleyard. To my chagrin, unlike most low volume British manufacturers such as Lotus (who raided the Fiat and Rover parts bins for similar bits on my Esprit) Jensen did bespoke lenses for the rear lamps and new ones are really pricey. The big Interceptor has been happily unfussy, and the few bits that have been problems are Chrysler items that are cheap and easy to find at any US corner auto parts store. Petrol consumption is everything that I expected it would be, but at the prevailing price of about £0.56 per litre in the US, it doesn't sting quite as much over here...



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The Du Drop Inn...



My immediate plans for the car are to tidy things up a bit in the engine compartment, swap out the dash for the good one, and perhaps in a few years, take it apart and respray it in the original colour. Happily, I expect metalwork to be minor. Other than that, I don't expect much drama from the car. The long trip on Route 66 seems to have sorted things out/shook things loose reasonably well, and I'm looking forward to much petrol consumption and answering the usual puzzled questions about the car from Americans who have no idea what the hell it is!

Rob Sass

Vice President of Content, Hagerty



Yup... it's Route 66



Rob's Interceptor - minus registration plate!

Editor's note:- To get a sense of the trip look at this video on the Hagerty web site: <http://www.hagerty.com/classic-car-articles-resources/Magazine/Special-features/All-Articles/2012/12/03/Trip-of-Fools> - I have a lot more photos of the trip than I could include, and will publish some more next time...

Dear Paul

Here some pictures from Joke and Frederic using recently my J-H as their wedding car. Frederic is my neighbour's son and has all ways been interested in the car since I bought it 20 years ago. The couple as well as the car were very popular with the public.

V. Meijers
Rotselaar Belgium
JOC 8350



Dear Paul,

I have a correction to make to the results of our concours competition as published in issue 230. When rechecking the judges' marking sheets I discovered that Steve Zacaroli had a mark missing from his score sheet. Correcting takes his score over 80% so he is promoted to 1st place in pre-66 Silver class and qualifies for gold class next year.

I am delighted to put this right – Steve is enthusiastic and thorough with his concours preparation and his CV8 reflects this. Can I also congratulate you Paul for your first magazine – I loved it!

Keith Lee

Dear Paul

I am responding to your invitation for members to submit for an expanded Letters page - great idea, hopefully not restricted to just solving technical issues. I have a few thoughts on restoration and striving for originality.

I really enjoyed reading Nic Cooper's interview with Len Boulton on his 541R, in particular the discussion on two-tone paint schemes and originality. I love the colour scheme on Len's car and most two-tone schemes from the fifties, particularly when the darker roof colour sits above the lighter body of the car. Black or dark red over silver-grey, and dark red over champagne-metallic as with Keith Hudson's beautiful 541S are great examples.



Before painting my 541R (identical to Len's) I too struggled with originality and appearance. I say identical to Len's but the colours were reversed with the white sitting above the Windsor Red body. With a little miscommunication on my part, my body shop painters went with originality and when I went to inspect the job my conscientious painters were awfully quiet. After a brief discussion, and to everyone's delight we agreed to dump the white roof. While these talented guys in Vancouver may not be experts in British cars from the fifties they seem to have the eye for appearance. I'm sure if my car was identical to Len's originality would have won the day.

Derek Neale
Vancouver, BC
Canada

Lansdownne Models

Editor's note:- the photos shown here are some of those that Mike Williams had sent to the magazine previously, the text of the article was published in March/April 2013.



The first batch of Jensen Dropheads with brightwork attached to the painted bodyshells and awaiting bumpers, chassis and interiors.



An early stage of mould making with the body of a Hillman Minx and rubber castings of other cars being worked on.



Another part of the assembly line with bodies propped up whilst the glue sets.



Pattern maker's workstation with variety of hand tools and various parts of American cars being worked on. Although very hard to see, one of the first castings for the Jensen drophead body is at the back in the centre.



The casting room with a batch of bodies being cleaned up by hand.

Jensen History



The Life and Times of a Jensen Dealer

I left school in 1960 and through a contact of my father, got a job as a sales trainee with a large motor distributor, Wadhams Ltd, later to become Wadham-Stringer, and then Kennings. The Group had garages distributing many products across Hampshire, Sussex and Surrey. I passed through all departments over a period of 12-18 months, and ended up where I wanted to be, selling new cars from our prestigious new premises at Waterlooville, near Portsmouth. I was the most junior of ten salesmen working the showroom, not to mention the Sales Manager, Regional Directors and the Board of Directors. I must admit that my job prospects, with that competition, seemed questionable.

In July 1969, with the financial assistance of the petrol company, National Benzole, I was able to buy a small country garage/filling station. It was a typical motor business, established in the 1930s, with a small workshop, a couple of pumps and a basic cottage behind the forecourt. I got to know a number of other local 'National' dealers, one of whom was Malcolm Bridgeland.

Malcolm owned the Malaya Garage Group, based in Billingshurst. They held franchises for Mercedes-Benz, Audi, Porsche and

Scimitar. He mentioned that he had been approached by Jensen Motors to see if he would consider taking a franchise for the West Bromwich manufacturer. Jensen were in the throes of moving into more mainstream car production with the introduction of the Healey Sports Car, and were keen to build up a much more sizeable dealer network in the UK. Malcolm made a major commitment to Jensen, in that he would build a new standalone site at Cowfold, near Haywards Heath, to distribute Jensen products throughout East and West Sussex. He would then appoint two or three retail dealers, working under the distributor, which was the usual practice for new car retailing after the war.

He asked me if I would be interested in becoming a dealer for West Sussex. I must admit that the chance of retailing new cars again was not something that I had envisaged from my small rural site. I had built a new, improved workshop behind the existing one, to enable me to re-equip for general servicing and MOT testing. The original shop was therefore underused. We decided to give it a makeover with some sliding glass, fancy ceiling and flooring, resulting in a good three car showroom. Malaya were happy with the result, the signs and special tools duly arrived, and we took delivery of our first Healey in April '73.

The West Bromwich Conference (opposite page)

Some of the names are:

Top row, far left is Geoffrey Healey, one of Donald's sons talking to John Day, Sales Manager of Malaya Garage, Cowfold. Very far left, by Interceptor is Mike Chambers - UK Sales Manager/Dealer Development, JML. Third from far right, myself (by E of Europa). Front row, centre left, Dick Graves Sales Director JML, centre right, Tony Marshall, Parts and Technical, JML.

It is well documented that, when first launched, the car did not exactly gain rave reviews. The factory claimed 0-60 time seemed somewhat optimistic, and it was quite bland looking, in all a little disappointing. However, we were committed and had to get on with the job of finding buyers. The first car to arrive was in yellow, and I registered this as our demonstration car, and encouraged local journalists to try the vehicle and write reports for press and magazine publicity. I also exhibited the cars at local events and motor shows.

Our initial problems with the Jensen Healey concerned build quality. The car leaked oil and water from the engine. The hood was a poor fit and rainwater entered from both roof and body seams, flooding the floorpan under the tight fitting carpets. Paint colours were very basic, and the quality of finish lacked any real shine. Front headlamp cowls were thin fibreglass and cracked easily. Paint fell off in places, and considerable time was spent filing warranty claims...

On the plus side, one of the strong selling points of the car was that it was more spacious in the cabin than traditional British sports cars. This opened up sales to more mature owners. The seats were comfortable with an excellent range of positions. Access was easy and six footers could be accommodated with ease, including two full sets of golf clubs! However, in 1973 the newly-formed OPEC

countries were beginning to rack up the price of fuel. Our televisions were full of advertising from the major petrol companies... I am sure you remember – 'Keep going well, Keep going Shell' and 'Getaway people get Super National', and Esso's 'Put a tiger in your tank'. Perhaps the top selling point of the Healey was that it ran on 2 star Basic Fuel. This gave the impression of advanced engine design, coupled with eco-friendly considerations, and was a great surprise to many people.

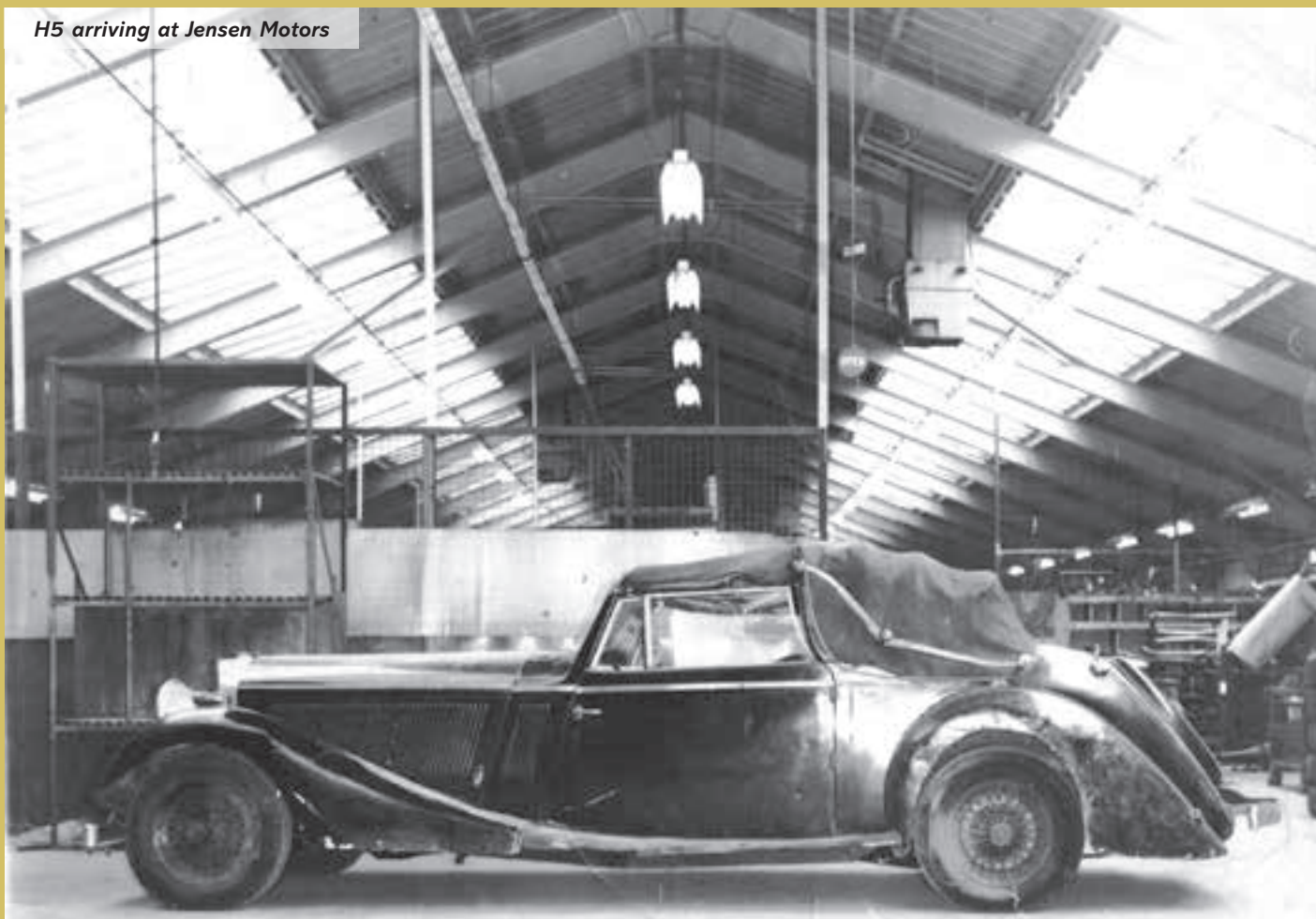
Following press coverage, a character in the local motor trade called Robert King rang me, having noticed that we had the Jensen franchise. Bob was a freelance auctioneer by profession, but could not resist buying the odd interesting vehicle that came his way. He said that he had bought a pre-war Jensen Drophead Coupe that needed a considerable amount of restoration, and felt it might make an interesting project for us. To be honest, I had no idea that Jensen had produced cars pre-war. I knew only of their subcontract assembly work with Austin, Volvo, Sunbeam and of the limited production of the 541 Series cars.

I went over to Chichester to have a look. Bob had a small lock-up, no bigger than a single garage. Occupying the garage was a half-completed American Stutz Bearcat. I could see the problem here - the Jensen rolling chassis, which stood outside, was bigger than

The Sussex dealer group at Gatwick, before flying to Birmingham



H5 arriving at Jensen Motors



the workshop, so I agreed to take it off his hands. Delivered to me the next day, I was the owner of a 1938 H Type Jensen Straight Eight Convertible, registered CUE 399, as a bare rolling chassis, and with a number of wooden packing cases containing the rest of the disassembled vehicle. Together with this pile of bits was an envelope containing many professionally produced photographs, recording the work that had so far been achieved. Without this record, it would have been impossible to have rebuilt the car. I was forever grateful that Jensen Motors, the previous owners, had gone to this trouble. In an attempt to find out more history of my new acquisition, I joined the Jensen Owners Club. There was a meeting coming along in early summer, so my wife and I drove up to see what they were all about. I can categorically state that we were the first members of JOC as Healey owners, and my car was the first Jensen-Healey to arrive at a club meeting. I was shown to a quiet corner of the field. The rest of the assembled cars were all of the plastic variety, with the exception of a couple of Interceptors. There were no pre-war cars.

The Healey proved of little interest to most members, but I was approached by a kind gentleman in a rather faded 'plus-four' suit. We chatted and I told him about both the Healey and the H Type. Lord Strathcarron (who the gentleman turned out to be) was the President of the JOC and listened with great interest. When he departed, I overheard him say to his wife "that young whippersnapper has got a Straight Eight Convertible, can you believe that?!"

Lord Strathcarron later became President of the Guild of Motoring Writers. I remember from my school days that the weekend preceding the annual Earls Court Motor Show, car manufacturers

would provide all the latest models for the journalists of the major national newspapers to drive down to Goodwood circuit and try the cars, prior to the winding up of the publicity and general hype that accompanied this major event. It was customary, on returning towards London, for the hacks to all stop at Midhurst, where I was at school, parking all the cars in the High Street and then tumbling into the Angel Hotel to consume copious amounts of cigarettes and scotch, as befitted their profession. This followed the well-established tradition of the early '50s when members of the B.A.R.C. returned from members' meetings at Goodwood. The street was filled with low slung sports cars and saloons with white roundels on the doors, and leather straps holding down the bonnets. These pub crawls entered folklore and are well recorded in books by Mike Hawthorn, Duncan Hamilton and many others. All great fun for a young schoolboy!

As our restoration work on the Jensen proceeded, we had many visits from Richard Graves, the newly appointed Sales Director at Jensen, and number 2 to the Jensen Motor's owner, Kjell Qvale. Dick's in-laws lived locally and on visits he would call in, fill up the Interceptor and enquire how we were getting along, both selling the Healey and rebuilding the Straight 8.

The newly-formed and expanded dealer network was invited to West Bromwich for a two day conference. We were entertained at the Europa Lodge Hotel nearby, met factory personnel and discussed our problems. We were all pushing for improvements to the Healey, albeit of a limited nature so as not to force the price up more than necessary. By August '73, the 'M' registered cars, which we referred to as Mk

lts, arrived. The improvements consisted of much brighter colour choices, with a much better finish. A plastic black and chrome strip ran the length of the car at door handle level, giving the appearance of a longer vehicle. One or two bits of chrome were added. The front wings were altered to accommodate new headlamp cowls. Perhaps the most popular change was the option of a tan interior trim, thus making the cabin look a much more welcoming place. The central console was upgraded, with some stick on fake wood effect all making for a much improved 'kerb appeal'. These were minor changes, but improved the quality of the product no end.

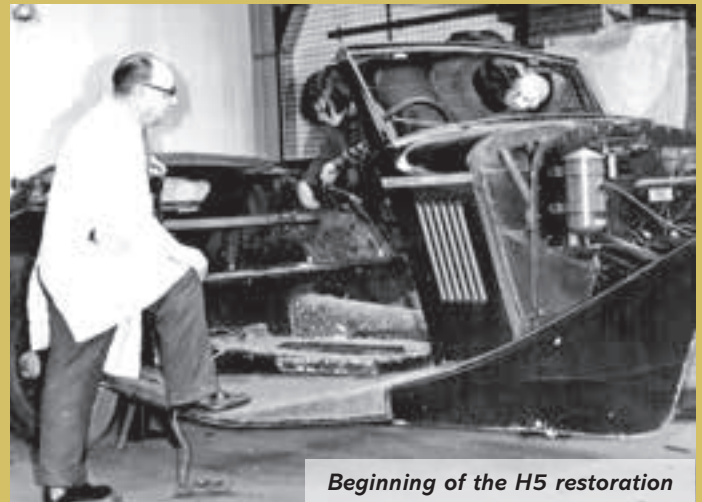
At considerable cost to Jensen Motors Ltd, modifications to the engine drifted through, sorting out the oil leak and water leaks. The engine remained, however, pretty high maintenance. At 24,000 mile intervals the valves had to be reshimmed. This involved assessing the wear to camlobes and valve stems, removing the shim and after micrometer measuring and selecting, fitting the appropriate replacement shim. Having completed this exercise, you repeated the procedure for the other fifteen valves. To take the pressure off my boys, we always booked the major services for Jensen Healeys as a two day job.

My favourite colour scheme of the Mk II was orange with tan trim, so we put that car on as a demonstration vehicle. Sales were definitely picking up now, and our customer bank was growing nicely. Moving towards 1975, it became clear that the Healey needed to offer a five speed box, with many saloons now having this option. I could see no reason why the Rootes/Sunbeam Rapier four speed-box fitted would not benefit by the fitting of the Laycock de Normanville overdrive, as featured on the Rapier for many years. However, Jensen opted to buy in an over-engineered, over-priced 5-speed gearbox from the West German firm of Getrag. There was little point in this and the cost was passed on by a sizeable price increase.

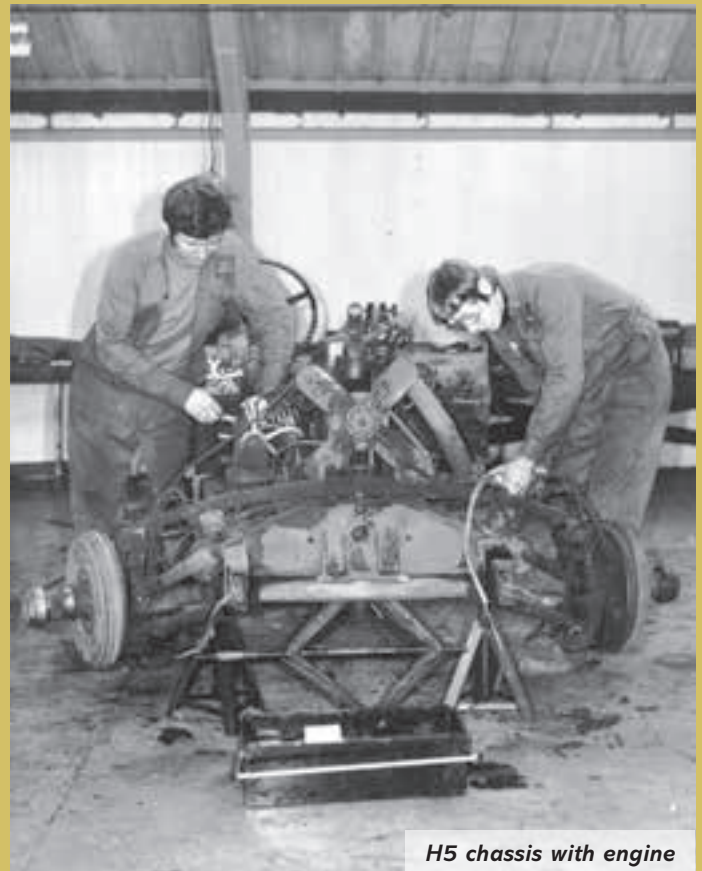
At the same time, metallic paint finishes were offered, and we referred to the model as the Mk III at this point. We registered a model in Brienz Blue with Tan interior. Jensen had to take into account the US Federal requirements for 5 mph impact bumpers, so the latest Healeys were fitted thus. Remembering what a disaster British Leyland had made with the MGB, adding "Hercule Poirot" style moustaches front and rear, we were more than happy with the result on the Healey. A solid rubber bump pad was bonded to a ¼ inch thick sprung steel panel, front and rear, although they added considerably to the kerb weight of the car. The front bumper had a recess to accommodate the American square number plate. This suited me personally very well - all my four cars were registered with the index number 99PG, and this short, black and silver plate fitted the recess perfectly and looked very stylish.

Wheels remained the same, with further upgrades inside, with improved carpets, some fake wood and a clock completing the makeover, which was how the model remained.

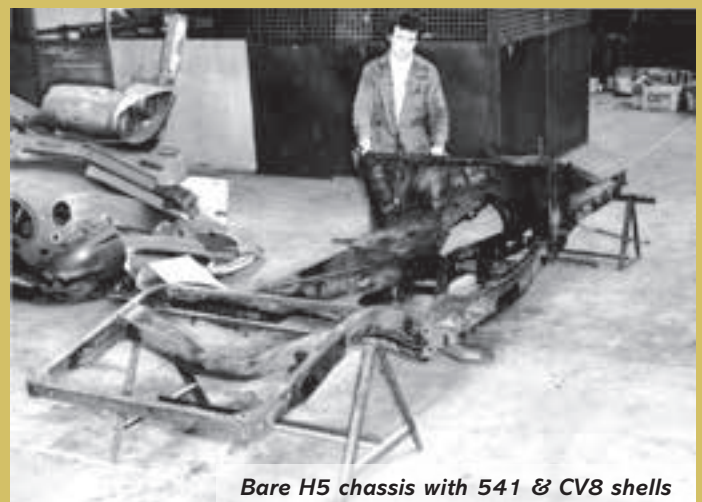
The Dealers were invited to an early evening reception at the Dorchester, Park Lane during the summer of '75. Mr Qvale was over from the States, and was his usual urbane, charismatic self. He spoke of his confidence in the product and we were shown the new derivative of the Healey. This was to be a quality GT car sitting between the Healey and the Interceptor. The Healey tag was dropped and the car badged 'Jensen'. The upgrade was seriously different, and moved the car into a new market place pricewise.



Beginning of the H5 restoration



H5 chassis with engine



Bare H5 chassis with 541 & CV8 shells

Designed 'in-house', the Jensen influence was clear. A high grade interior with all new instruments and a walnut veneer dash, quality trimming and electric door windows. All tinted glass, fitted into quality chrome surrounds, created a small GT/Estate effect as in the Scimitar GTE. However, this was not a 2+2 by any stretch of the imagination, as the rear seating, unlike the Scimitar, was only suitable for the smallest of children. Nevertheless, it was impressive to look at, the only criticism being the rather bulbous, van-like roof line, designed to accommodate the larger American occupant.

The first GT to arrive with me was in Cheviot Brown. This was a rich colour with a deep metallic fleck in the laquered paint. It looked great on a sunny day. I sold two cars, both Dark Blue and a further one in Copper Bronze followed. We were surprised to find that this car was fitted with twin Stromberg carbs, which was definitely a retrograde step, possibly resulting from a decision to use parts already on the line, rather than buying them in new.

Our suspicions on the cost cutting this intimated were confirmed a few days later when a telegram was received by all the dealers notifying them that a receiver had been appointed. Production was to continue while the receiver looked for any prospective buyers of the company. In Sussex we felt we should commit to the franchise and the following day we travelled in a chartered aircraft to Birmingham. We met senior management and the receiver to assure all of our solidarity with the product and our intent to continue to order and stock cars. However, this was not to be and a few days later production stopped and the plug was finally pulled on JML.

For us, at Progress Garage, the demand for supply of parts and servicing continued and we remained solidly busy in the workshop looking after around fifty customer's cars and supplying parts to the general motor trade and bodyshops. Personally, I had enjoyed being involved in the new car retailing scene again, but wondered how this could happen in the future given my very rural situation. However, the October Motor Show loomed, so I set off to Earls Court to see what was on offer.

The Colt Car Company had just secured the concession to import Mitsubishi cars and light commercials into the UK. They operated out of first floor offices above an estate agent in the Gloucestershire town of Cirencester. They needed a nationwide dealer network and fast. Suffice it to say, that anyone prepared to put his hand up was offered the franchise, so I was in!

Our first cars began arriving in March '76, just three years after the first Jensen Healey. We sold about thirty vehicles before year end, however, there was a problem. After carrying out a pre-delivery check and screwing on the number plates, we did not see the cars, or owners, again until the annual 12,000 mile service (a one hour job) required our input. These cars were very well nailed together. Warranty claims were non-existent, nothing fell off and no leaks. A whole new ballgame! Fortunately, the Healey work was our saviour.

I think it was in 1978 that a decision had been made to alternate the annual motor show between Earls Court and the new exhibition centre in Birmingham (NEC). I did not relish the idea of driving to the NEC, enjoying some corporate hospitality and driving home again afterwards. I looked around in Yellow Pages and found an aircraft charter company operating out of our nearby aerodrome at



Shoreham. They owned a 10 seat Britten-Norman Islander which I agreed to hire for the day. I used five seats for my own group, and sold the remaining to some mates from the local VW dealer. Their ticket price paid for the trip and we travelled for nothing. I got to sit next to the pilot, who was quickly nicknamed "Captain Birdseye" due to his strong resemblance to the fish finger advert. On our return that evening, I reflected on the trip and decided there and then that I would like to learn to fly, and I was more than chuffed that the next visit to the NEC, I was able to pilot myself and my three mechanics to the show.

By the early '80s, we had got the Mitsubishi franchise rolling along well, the Healey work continued to gain speed and the restoration of the H Type was slowly coming to fruition. In 1983, I began looking for a buyer for the car. Jensen (Parts and Service) had managed to put together a new Interceptor MKIV and were considering a limited production run. They had taken space at Earls Court Motor fair, and asked me if I would lend my car as a feature alongside the new model. This I agreed to and in the meantime found a buyer, Marcus Garbe. We arranged a handover on the stand during the Motor fair, and I drummed up quite a bit of local publicity and press interest in the event. It had taken me ten years to complete the project. I had transported the car to London, but Marcus asked me if I could deliver the vehicle to Dave Horton, a Jensen fanatic in Orpington, Kent. Dave would carry out MOT preparation work and a general



H5 as it is today

check over. It was the first and last time that I had driven the car any significant distance.

Through another JOC connection we began buying all our required parts for the Jensen Healey from Cropredy Bridge Garage. Norman Long was the parts supremo to whom we passed through stock orders. He would meet me at Chipping Warden, where I had permission to use a privately owned airstrip and I transported the parts back to Goodwood, some five miles from our business. I believe Norman moved on, so we carried on the same arrangement with A-H Spares from Stratford-upon-Avon. I used the nearby Wellesbourne Mountford Aerodrome to make the pickup. It was a standing joke back at the flying club, that if ever my aircraft was to fall out of the sky, the Air Accident Investigation Board would have one hell of a task putting all the bits back together!

My last aerial shipment was in September 1987 and brought to a close a fifteen year tranche of my working life, and I enjoyed every minute of it.

Michael Richardson

Former owner of Jensen Healey Dealership, Progress Garage,
nr Arundel, Sussex



Jacques Beherman is one of the few original members left of the Jensen Sales Network, and lives in Belgium. This is his Interceptor 3 Cabrio, totally rebuilt by Cropredy Bridge Ltd, and based upon a U.S. spec cabrio.

Part 1: Build the Garage

They say preparation is key to successful restoration. If you plan well enough and allow plenty of time, you stand a better chance of having things go your way. For the fabulous Ferret brothers, Cletus and Rastas, the job of restoring a 1939 Jensen H-type began with the need for a garage to house the project, and getting that built was a saga in itself.

Garages for cars are a matter of personal taste, limited only by funds and space. When Cletus returned home in 2003 following a ten year stint at Her Majesty's pleasure, he knew he had a big restoration ahead. At the time, H.4 was standing in a mate's aircraft hangar in Bendigo, some 680 road kilometres south of Canberra, and his own garage was full with Ford and Interceptor. So, what to do?

Plan B was to buy a small workshop in a local industrial area and do the job there. Plan A had been to burn the Interceptor and use the space in the existing garage, but the lads received legal advice about the likely ramifications of this and decided to change tack. Sure, it would be a bind travelling to distant premises, but at the end of the day the real estate would be theirs, and with any luck

it would have gone up in value by the time they were done. Only trouble was, Canberra was rather lacking in such places, and those which were on the drawing boards seemed likely to stay there a long time. This was the result of a strong red tape mentality among the local authorities and a severe shortage of builders in the wake of the January 2003 bushfires, which destroyed 500 local homes.

It was Rastas who came up with the idea of building a shed in the backyard. For some reason, Cletus had not considered this but, after pacing out the ground and sizing up the prospects, he concluded that it was the best bet. Next came the tricky part — finding someone to do the work. This proved exceedingly difficult. With the bushfire rebuilding program underway, most local builders were relying on recorded message services and wouldn't return calls, and those who did call back said they were booked up for a year ahead. Most wouldn't look at anything under 50 grand.

Finally in April 2004, Cletus located a builder who would be able to start in six months' time. Actually, what he said was he would have it finished in six months, and for a while the boys believed him, but he was lying. Although the planning request went in pronto,

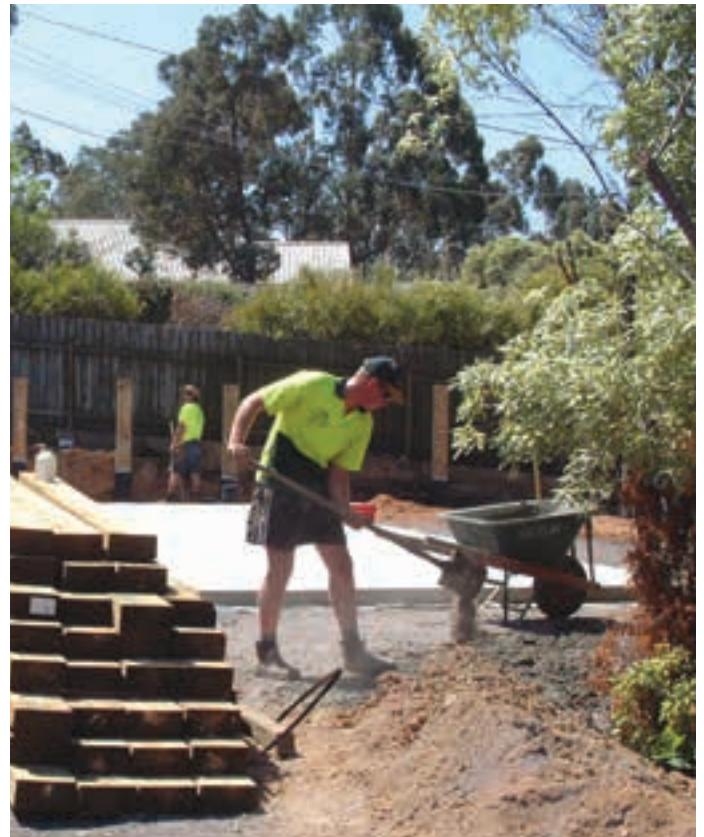


H4 reposes in the Bendigo aircraft hangar

it took until July to get the nod because the authorities didn't like the idea of big walls going up next to a reserve. Under pressure, they eventually abandoned their initial position which held that the property had three front boundaries and no side, which apparently meant that nobody was allowed to scratch within 3 metres of the rear boundary which, by their definition, it didn't have. When finally they saw sense, the old tool shed which had stood on the site since 1986 was carted away, the 10m gum trees which Cletus had planted as saplings in 1990 were cut down, and the whole yard was scalped to the point of resembling a bad day on the Somme.

With the prep work done, the builder all of a sudden decided he was not ready to go ahead but the dead time was used to slice off the edge of the existing garage roof, which was inconveniently blocking driveway access up to the area at which the new garage would be built. The new structure would have an 11.6m floor with 3m walls and a 22 degree pitched roof, enough for a decent square dance on a Saturday night and room for a mezzanine level too. Rastas had a lot of junk he wanted stashed somewhere.

Eventually the stars aligned, the builder got motivated again, and the site was excavated to a depth of a metre at the back. The back fence was almost lost in the process, but some quick work with props saved it from going down the hole. The slab went in during September, and by October a retaining wall to hold back the rest of the neighbouring reserve was in place, the pillars sunk in concrete and the wall backfilled with aggregate over the drains. The last thing the boys wanted was water leaks onto the floor.



*Jensens shouldn't leak and nor should your shed...
Retaining wall goes up*



Now that's what I call a shed!



En route from Bendigo – rope checking

At this time, an electrical diversion had to be put in. Since the roof apex would be 4.5m off the ground, it would be too close to the overhead power lines for comfort, not to mention building approval, so a diversion pole had to be sunk in concrete and left to set until the power company could come around and re-route the lines. Incredibly, the steeple jockey did this while it was live, but there was a hidden cost. Although Cletus had switched off the electrical gear in the house as a precaution, and switched off the mains too, somehow enough electrons got through to the DVD player to ensure that it did not survive the operation...

In November the builders concreted a terraced area to the side – good enough for more square dancing on Saturday night – and then started assembly of the shed itself, a colourbond unit costing all of \$7500 including sentry door, 5m power roller door and a big laminated glass window. This took a week to erect and went ahead with only one drama. While Cletus was out to the shops for an hour, the window somehow ended up in the wrong wall. Fortunately with a metal shed, this is easily fixed if the owner finds out in time.

The next stages involved figuring out how to get from the street to the garage, and how to plumb the stormwater drains. November was taken up with the plumbing work and with laying in trenches for power, and by month's end the lot had been filled in and was ready for concreting. Unfortunately, with December having arrived, the builders suddenly found that they had more pressing jobs to do than this one, and nothing could sway them from their revised work schedule in the lead-up to Christmas.

However, in January 2005 the driveway went in and a road entrance was cut into the kerb. Actually, the thing which really occupied Cletus's attention at this time was the unseasonable summer rain. Although the retaining wall worked well and there were no leaks into the shed, the stormwater system started backing up all over the place. The immediate reaction was to blame the builders, but a closer examination revealed the problem — the house's original stormwater system had never been connected to the street. Cletus chased the Water Board for weeks until eventually they came around, dug up the front lawn and plumbed in a connection to the stormwater main. This only took them a day but it was a day which took a lot of finding. As a bonus, they cut through the water main as well. The spectacle of water gushing down the road for an hour afterwards didn't go over too well in drought-ravaged Canberra...

With the driveway laid and the stormwater system viable, Cletus started thinking about the next stages, namely the electrical fit-out and shed lining. Once the concrete was sealed and usable, he lined up the pre-wire and the routing of cables for three-phase power back to the house where one more circuit breaker was squeezed into the main switchboard. Then the lining got underway. For this, 16mm MDF was selected with pink batts for insulation. The heavy boards would allow things to be screwed to the walls with ease, and the batts were needed because Canberra's temperature extremes go both ways.

By March 2005 the interior fit out was going ahead. Over the course of a few days it was all done, and the floor received its final coat of dark grey sealer. Cletus was humping tons of aggregate around to

top up the fill at the back and make good on the excavations after the builders had finished the heavy lifting. With the interior walls in, the roof was insulated too, and it was time for the final hook-up of switchboard and wiring. Painting the walls came next, a job which took a week with an undercoat and two topcoats. One of the club members, a Yorkshire lad, on hearing that Cletus was doing it with a four-inch brush, exclaimed "No wonder it took the contagious."

With daylight fading as autumn advanced, the boys decided it was now or never to head south to collect the car from Bendigo. Using a trailer which had a propensity to suddenly become completely uncontrollable at 97 kph, the lads had a scrotum-tightener of a trip back to Canberra. Rats had to change his underwear afterwards but we'll stick to the garage story for now. April and May saw the final fit-out with Brownbuilts going in, Dexion storage racks and workbench assembled, the work area carpeted, rubber matting laid for the walkways and a swing gate installed in the driveway. The car was in the shed, all safe and secure, if not particularly sound, and with lots of room around it. The final work was easy to finish off.

And the result? Bloody ripper! We won't say what it cost but it was a darn sight more than the price of the flat-pack shed. Still, as they say in the Rolls-Royce ads, the quality remains long after the price has been forgotten, and that's the way it has been with the Secret Ferret Brothers workshops ever since. When Rastas asked Cletus what he had been doing lately, Cleet replied that he'd been under the car for two hours. Rats seemed impressed, at least until he found out that Contagious had simply fallen asleep there. It really turned out to be a nice place to work, and so far neither the heat of

an outback summer nor the cold of a Canberra winter has made it any less pleasant. This was just as well, considering the enormity of the jobs which lay ahead.

From conception to completion, the shed building exercise took almost two years of stuffing around, just to get to the point of being able to start on the restoration. Still, with the necessary groundwork laid, further progress looked promising, but that's another story.

Cletus F. Ferret

Canbeery, Oz



Cletus, stop frigging about with the camera and give us a bloody hand!" Safely back in Canberra



Et voila — c'est magnifique!



JOC Spring Weekend 2014



The Wessex Area of the Jensen Owners' Club is organising the next Spring Weekend. The dates are Friday 7th March to Sunday 9th. We are planning to do something very different in 2014.



Lewi, Alan and Jean have visited the RNLI College in Poole, and were extremely impressed with their facilities. During the week it is the training centre for all lifeboat crews and lifeguards in Britain and Ireland, and at weekends it can be used as a very nice hotel. On arrival we will be eating in the restaurant, which has very nice food, before adjourning to the bar (wine £11.99 for a house bottle, cask beer £2.50 a pint!!!) The Riggers Restaurant and Slipway Bar have panoramic views across Poole harbour and a beautiful outside terrace. All bedrooms also have sea views.



Saturday will be a free day, but we may organise a boat trip or a visit to Swanage, or perhaps a trip to Dorchester or Monkey World. Poole shops are very close, with lots of charity shops for the girls!! The RNLI have agreed to give us all a free College Discovery Tour of their facilities, including the training tank and simulator (usually £7.50). Saturday evening we have arranged a sit-down dinner for all in the Harbour View Suite, which is on top of the building, with stunning views across the bay.

We will have a short run on the Sunday to a venue for lunch, before everyone leaves for home. Those that wish to stay longer or join earlier at the hotel can. It would be great if we could have lots of Jensens, as we have priority parking for classics, but if not there is plenty of space for all. Another thing worth bearing in mind is that Poole railway station is literally across the road from the college, and accessible to all the country. Please look up the website for the RNLI College; it really is an exceptional place!



The local area attractions include: -

Monkey World, The Tank Museum, The houses at Sandbanks, Bournemouth, Swanage including the Railway, Corfe Castle, Poole Pottery, Lulworth Cove, The Isle of Purbeck, Brownsea Island and much more, some featured in the programme 'Harbour Lives'! The cost is yet to be confirmed but it will be in the region of £89.50 per room per night for bed and breakfast Friday and Saturday. Saturday's evening meal will be £22.50 per person. Single rooms are £77.50. Not bad when you take into account the bar prices. All rooms are the same, but some can be converted to twin. Extra rollways can be ordered.

And on top of all this, all profits go to the Royal National Lifeboat Institute- a very worthwhile charity!

We have booked 30 rooms and these will be on a first come, first served basis. Please book directly with the RNLI quoting 'Jensen Owners Club weekend':

RNLI College
West Quay Road
Poole
Dorset BH15 1HZ

Enquiries and bookings: - 0870 833 2000
General and other enquiries: - Jean Smith, 01380 726876 or
smiths.flightsrest@sky.com

Alan and Jean Smith

Tredegar House

Newport, South Wales, NP10 8YW

Sunday 15th September 2013

Tredegar House is one of the architectural wonders of Wales and one of the most significant late 17th-century houses in the whole of the British Isles.



Tredegar House, Newport, Gwent

Situated within 90 acres of beautiful gardens and parkland, this delightful red stately home provides an ideal setting for a fantastic day out, particularly when, on the 15th September, motoring enthusiasts from all over the UK will be heading to Gwent for an event which has established itself as a major fixture in the Classic Car calendar.

It is over 30 years since the first Vintage and Specialist Car Rally was held at Tredegar House in Newport, easily accessible at Junction 28 of the M4. This year, event organisers are again expecting over 1500 entries and are anticipating up to 10,000 visitors to the show making it one of the largest in the UK.

As always, there will be a huge range of vehicles on display, ranging from steam traction engines, to military vehicles to modern Italian Supercars. None are more super than those adorned with a Jensen badge of course, and you and your family are very welcome to join us as the is excellent event which is not just a show for car lovers. This is a real family event. The show will include a craft marquee, children's rides and amusements, and of course the house and gardens complete with a boating lake.

Visitors will also be able to enjoy Living History Displays ranging from the English Civil War, the American Civil War, WW1, WW2, the Gulf War right through to the 1990s, with the chance to see how these soldiers and their families lived.

Please contact Richard Streeter for full details:-
0771 7674670) concours@joc.org.uk

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Calipers

Prices are per single unit

541 Dunlop	F	£168
541 Dunlop	R	£185
541R/S/CV-8	F	£168
541R/S/CV-8	R	£185
Interceptor MKI	F	£168
Interceptor MKI	R	£185
Interceptor MKII/III	F	£74
Interceptor MKII/III	R	£185
Healey	F	£44

Servo assemblies

Prices shown for reconditioned unit - Ex

541/CV-8 lockheed remote	£215
Interceptor girling direct	£200
Dunlop FF servo	£250
Healey servo	£135

Master cylinders

Reconditioned master cylinders - Dunlop cylinder single line as fitted to 541 and CV-8 to 1965, reconditioned with stainless steel sleeve, new seals etc

Dunlop cylinder tandem as fitted to CV-8 and Interceptor to 1968 reconditioned with stainless steel sleeve.

Girling replacement cylinder to replace the original Dunlop tandem cylinder

Interceptor MKI/II Girling 7/8"

Interceptor MKIII Girling 1"

Interceptor MKIII FAG

Healey sports Girling original

Master cylinder seal kits

CV-8/Interceptor MKI to 1968

Interceptor MKII 7/8"

Interceptor MKIII Girling 1"

Healey sports

Piston/cylinder

Prices are per single assembly

541 early type	F	£72
541 early type	R	£72
541R/S/CV-8	F	£72
541R/S/CV-8	R	£72
Interceptor MKI	F	£72
Interceptor MKI	R	£72

Caliper seal kits

Prices are shown for axle set of seal

All Dunlop	F	£35
All Dunlop	R	£28
Interceptor MKII/III	F	£28
Interceptor MKII/III	R	£28
Healey sports	F	£16

Caliper pistons

Prices shown per single piston

Interceptor MKII/III	small	F	£18
Interceptor MKII/III	large	F	£18
Interceptor MKII/III	small	R	£18
Interceptor MKII/III	large	R	£18
Healey sports		F	£14

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Norfolk

Bourne Classic Car and Bike show

Diane and I would like to say a very big thank you to all those who made the journey down, across and up to make this year's showing of Jensens at the Bourne Classic Car and Bike show the best ever with a total of twelve cars, 11 of these cars were familiar faces and the twelfth car was Rob and Mandy from Boston who have owned their car for thirty years...

This year as there were so many Jensens entered, we had been asked, if possible, to try and enter the show as one group, but as so many cars were arriving from different places this wasn't going to be possible. So we had arranged for some local cars to meet at the Bus Depot in Bourne Town: these were Christopher Ashford and his wife (Int. Mk II), Ernest Becket and his wife (Int. Mk III), Derek and Julie Chapman (P66) and of course ourselves (Mk III); after about 15 minutes we made our way to the show; already there was Martin Richie (Int. Mk III). While we all got parked and set up David and Jan Devine (Jensen Healey) arrived - they had made the journey up from Northolt to be with us.

About twenty minutes later the other block of Jensen arrived from North and South Yorkshire: David and Helen Newby (FF II), Darren Barnes (FF II), Chris Cawthorne (Int. Mk II), Mark and Denise Maniatt (Int. Mk III) and Brendan and Sheree Murtagh (Int. Mk III). This gave us a total of 11 cars, which gave us the second biggest single 'Marque' turnout of the day, not bad! Andy and Christine Brooks were here too, but without a car.

There were also unexpected guests in the shape of Rob and Mandy with their beautiful Mk I Interceptor, which has been owned by them for 30 years. After talking to them both, we found out that they had let their membership lapse many years ago because they were unhappy with the then format of the club, but have now said that they will rejoin after spending a day with us all. Good News indeed!

The show opened to the public at 10am; the crowds were many; most owners were kept busy talking about their cars and of course the history of Jensen. Midday came and so off to the local pub for dinner, which was a short walk across the field for a well-earned rest, then back to the show for the afternoon, where most of us managed to take time out for a wander around the rest of the cars on display: there were some 300 cars and bikes in total.

It was a slightly cold and cloudy but we still managed to enjoy the WW2 fly-pass, made more enjoyable with a couple of low-fly passes as well, it's good to see these planes shown the respect they deserve. We should never forget those that flew them to allow us our freedom in this country. Also, an added bonus, more by luck than anything else, was to see the Vulcan bomber fly over Bourne as well.

The show ended at 4pm and it was time to say goodbye; some went straight home because of other commitments, and some accepted our offer to come back to our own home for some light supper.

We would like to say many thanks to everybody who made the journey, and we look forward to seeing you all again soon.

Colin and Diane



Norfolk Area Jensens at the Bourne Classic Car show

2nd Norfolk Area meeting

What a beautiful weekend this was, and ideal to get the Jensen out for a run, but it was to be a day that was not without its problems...



At our first meeting for the Norfolk area, Mr Michael Andrews had suggested the ideal place for anyone that has an interest in engines could be the Forncett Steam Museum at Forncett St. Mary, Norfolk, as this was a great place to experience the atmosphere of a bygone age. The museum is hidden in the depths of the Norfolk countryside.

We had arranged to meet up at the museum at 11am, as the first Sunday of every month the museum has an in steam day. As we had organised the day, we should have been there first, but because of an accident that closed the road, we got diverted which made us 20 minutes late. So, feeling a little embarrassed, we pulled in the museum car park to see Michael Andrews' Interceptor Convertible parked in the shadows, alone! We parked next in line, to find out that he was the first and at that time the only one there. Then Kevin and Mary Jordon walked around the corner, they had left home with a Jensen but not far from home got a fuel problem, so they turned around to collect their day car to make the visit.

So off to the museum for the tour, and the stories behind every steam engine there. There were steam engines from all over the country that had been donated. Like the best museums it all starts with one exhibit, but before the first had even got to Forncett St. Mary there was another to be picked up. Two working engines, then a third and so on; there were steam engines from a cotton mill in Nottingham an engine from Tower Bridge, one from a Brewery from Sleaford, Lincs, plus a 3 cylinder Dover steam engine weighing in at 82 tons. All these engine were seen working, a great sight! These engines mostly ran very quietly; the only exception being the cotton mill engine. This was the first engine that was made with 'timing gear' to ensure totally smooth running, so that there was no differential in the output for the threading machines.

Then it was dinner time, so off to the café for a hot tea and food, while we were sat Chris Pulley arrived with his C-V8 having problems as well, but at least he'd managed to arrive! Then down to the museum again, this time to see the Rover 4 cylinder steam engine, this was very interesting - although we didn't see it working. It was designed by Rover Cars to be placed in the Rover 2000, but because of the fuel crisis of the 1970's, it was apparently only ever bench tested.

I would like to thank everyone for making the effort to get to the Museum, despite our various problems!

Our next Norfolk Area meeting will be near Christmas, so look out for the date on the JOC Forum, I will be emailing everyone as well.

Colin and Diane

South Wales

Tredegar House Show

An event that needs little introduction is the Tredegar House show, being held this year on Sunday 15th September.

This is, of course, one of the largest shows not just in this country but in the whole of the UK, attracting visitors from far and wide. The event organisers are again expecting over 1500 entries and are anticipating up to 10,000 visitors. As always, there will be a huge range of vehicles on display ranging from steam traction engines, to military vehicles to modern Italian Supercars. None are more super than those adorned with a Jensen badge, of course, and it'd be great therefore to give these visitors a real treat by having a good selection of Jensens to admire.

So, wherever you are, you and your family are very welcome to join us at this excellent event which is not just a show for car lovers. This is a real family event. The show will include autojumbles, car auctions, craft marquees, children's rides and amusements, a boating lake and of course the historic house and gardens.

Visitors will also be able to enjoy Living History Displays ranging from the English Civil War, the American Civil War, WW1, WW2, right through to the 1990s Gulf War with the chance to see how these soldiers and their families lived.

Please contact me, Richard Streeter for full details - tel 07717 674670; rdstreeter@btinternet.com

Ireland

2nd Irish Festival of Speed

The August bank holiday saw the Irish region of the Jensen Owners' Club, attend the 2nd Irish Festival of Speed which was held at Limerick's race course.

The event is the largest celebration of car culture in Ireland, a five-star mix of all things automotive; Racing Cars past and present, Rally Cars, Supercars, Vintage and Classics, Motorcycles and Air Displays! The event also commemorated the rich racing heritage of the 1930's Grands Prix, as Limerick was host to two pre-war street circuit Grand Prix.

The two-day event was slow to take off with Saturday getting a somewhat lower than expected turnout, however Sunday more than made up for it with good weather, plenty of interesting club displays, and a very interesting hill climb to keep us all amused...

The Supercar enclosure had two wonderful Jensens on display, my Mk I Interceptor R, and Justin's magnificent 1963 CV8, which incidentally took a very deserving 1st prize for best restored car of the show.

The star of the show justifiably went to the recently-auctioned 1960 Aston Martin DB4 GT Bertone Jet which sold for a staggering £3,249,500 GBP. It was rumoured that her new owner saw her in the flesh for the very 1st time at the show on Sunday afternoon.

All in all a great weekend was had by all, with the Strand hotel offering super accommodation - which only encouraged us to have plenty of craic and a welcomed few glasses of porter...

Patrick McCloskey



North West

Area Christmas Parties

It seems strange doing an article on the Christmas lunches in the heat of August, but this will probably be the last time to look at this until after the events have run.

If you haven't joined in on any social activities within the club, the Christmas lunch is a great time to start. These events are all very friendly and family orientated, so take the family with you; it's not compulsory to take a Jensen (in fact most don't due to the weather) but it's the best way to end the season and possibly make plans for the 2014, as well as meeting friends old and new.

Most of the area reps will be posting the lunches on the forum, or may contact you direct, but if you are not sure, please contact me on 07973 961640 or areas@joc.org.uk.

I will be running the Yorkshire Area Christmas Lunch again this year (which was very well attended last year) and is open to everybody near and far, bring the kids or Granny - the more the merrier. It will be

*Patrick McCloskey's Mk I Interceptor R
Top: Aston Martin DB4 GT Bertone*

the same venue as last year which is Kinsley Greyhound Stadium (flat caps not compulsory), where we hope to have up to 50 members and friends this year, in fact it would be great if we could fill the restaurant. We aim to arrive at 12 noon for a full afternoon of food, drink, dog racing (which is great fun) and lots of laughs. Although at this time I do not have the date, it will be a Sunday in late November, so keep an eye on the JOC Forum diary for this and other Christmas lunches in your area.

Darren Barnes

**FINAL DATE FOR
SUBMISSIONS:
27 September 2013**

North West Area - new representative team

Due to work commitments, Nick Tattersall has handed the area over to "The Three Amigos" who will run the area jointly to give a better variety in the agenda of meeting places and local events. Paul Tootill will be the main contact on the future area maps but all three will jointly run it.



(L-R) Dave Robins, Paul Tootill and Dave Pearce

Paul Tootill writes:-

I remember doing my paper round and delivering to an old Vicarage - parked up there for many years was a Jensen Interceptor! The shape - the lines - the cockpit! Every day seeing the car (it was a wreck), but you wouldn't believe how much I wanted that car...! 30 years on, and I'm still passionate about these cars. I've got an Interceptor MkII; I stumbled across this car in the classifieds 5 years ago. I got it on the road last year, but it's now back in the paint shop, and hopefully will be ready for next season! I've had 3 of these great cars, and everyone had a different character - a bit like the Jensen owners themselves - a bunch of guys from all walks of life - but with a mission to keep our cars on the road.

Here in the North West region we're hoping that our infectious enthusiasm will pass on through all new and existing members.

Dave Robins writes:-

I'm age 56 and working for a Ford dealership in Fleet sales.

Back in the 70s (eee when I was a lad), I had a 12 month job as a chauffeur, and at the prime age of 18 I was driving a metallic purple Jensen Interceptor Mk3 for both business and social purposes (there are many pages I could write about that period but I won't). Skip another 30 years and a friend of mine told me about a Jensen that was for sale, and after a bit haggling I manage to get it from £3750 down to £2200. It was a usable car, but I decided after a year to do the gear box, and then everything else, as there was no rush to complete it. At least, that was until I went to the North West meeting where I met fellow Jensen owners with a wide variety of cars; all at different stages of preservation; some are being done better than they left the factory, others looking for something different. This has not only now made me want to get my car finished (next summer all being well); I am meeting some good friends on this new journey.

Dave Pearce writes:-

I have owned a Jensen Interceptor Mk3 since late 2011 when I bought a car as a restoration project, I have always liked classic cars - even at 18 years old in the late 80's when friends were all buying Mini's and MK1 Escorts (they were cheap then) I decided to buy a Humber Hawk. By 19 I moved on to 3 Litre Mk1 Granada Coupes, before settling on to Jags. I moved away from owning classic cars for 20 years before taking the plunge and buying my Jensen.

I have really enjoyed working on a classic car again and have met lots of great people through the JOC, making new friends along the way.

Darren Barnes

1st September

Suffolk area at Classics by the Lake at Fornham St Martin IP31 1SL

Contact Julie and Steve Barham (01728 747523) suffolk@joc.org.uk

7th September

Technical Day

Please contact Steve Payne stephencpayne@hotmail.com or 07831 239689

8th September

Southern area at Concord Classics, Eastleigh

Contact John Tunnicliffe (01489 895522) southern@joc.org.uk

8th September

JOC Committee Meeting, Black Country Museum

Black Country Museum Dudley West Midlands 10.00am

Contact John Lane 0151 9249621 general-john@joc.org.uk

15th September

South Wales Area at the Tredegar House Rally and Show

Contact Richard Streeter (0771 7674670) concours@joc.org.uk

21st-22nd September

Cheshire area stand at Classic Motor Show Event City

An indoor event by The Trafford Centre

Contact Adrian Howells (01270 664 609) cheshire@joc.org.uk

20th - 22nd September

Yorkshire Area Autumn Whitby weekend

Contact Mark Maniatt (0113 2607455) markjensen_yorksarea@yahoo.co.uk

20th - 22nd September

Southern Classics at Chichester

Contact John Tunnicliffe (01489 895522) southern@joc.org.uk

27th - 29th September

Jensen Holland together with Jensen Belgium organizes a "Come Together Weekend"

This weekend will take place in Belgium (the Ardennes) and will lead all participants across a very nice part of Belgium. Contact Anton via Email: raaymakers@jensenholland.nl for information on planning, location, costs etc.

3rd - 6th October

Thames Valley area Chill Out weekend, Bude

Contact Wendy Froomes (01844 352349) wendyfroomes123@btinternet.com or Brian Raper thamesvalley@joc.org.uk

7th-9th March 2014

Spring Weekend at the RLNI College Hotel in Poole Dorset BH15 1HZ

Contact Jean and Alan Smith (01380 726876) or smiths.flightsrest@sky.com
Hotel inquiries and booking line 0870 833 2000

31st May 2014

The East Coast nationals at Monroe Wisconsin

Contact Arvin Appelman debandarv@aol.com <http://jenseneast2012.com>

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 EMAIL: cumbria@joc.org.uk



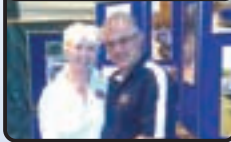
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 EMAIL: lincolnshire@joc.org.uk



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 TEL: 01775 725020 (O ce Hours Only)
 EMAIL: norfolk@joc.org.uk



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 TEL: 07889 972294
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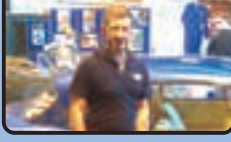
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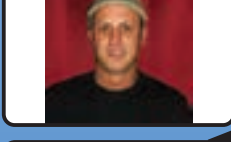
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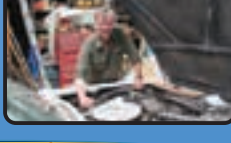
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 EUROPE - SWITZERLAND - EDY PREISWERK - 0041 317 414 243 - jensenclub@swissonline.ch
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INTERCEPTOR

Interceptor MKI 1968, good condition, metallic dark green, full length sun roof, private plate 11HRE valued at £2700, comes with new Holley carburetor, cost £500, would need fitting by purchaser. Offers in region of £10000 Tel 01937 572296. G Bolton (JOC Member 9142)

Interceptor MKII 1971 Chassis no 123/4088 - A beautiful golden car owned by me for the last 34 years two previous owners, 6.3 litre engine, black leather interior, a significant amount of money has been spent on it over the years. Including new leather to the seats and connolising to the remaining leather, full suspension/brake refurbishment. It is not concours but is an excellent car that can be used regularly, very reliable. Full records, MOT until May 2014, tax free, 74500 miles. Offers in the region of £26,000. Please contact John Parkinson mob 07836237697, email johnp@qpc.co.uk



Interceptor Series III 1972 H-series engine. Just completed £19½K, lead loaded re-spray at Jensen specialist Cropedy Bridge.

New interior fitted in 2011 including new dash. Copper Exhaust gaskets, MOT until April 2014, tax exempt. Owned by current owner for last 23 years with bills of over £45k, beautiful condition. £29,000. Contact Gary 07827 996896 gwhite@prodrive.com Gary White (JOC Member 5949)



Interceptor Series III 1973/4 Finished in the most desirable colour of Pacific Blue with fine pinstripe and with full Navy Blue hide interior and carpets, headrests, original factory stereo and radio, power windows, air conditioning, full length sun roof, known to us for over 20 years, auto, power, thousands spent to bring this car to a very high standard, lots of old MOT's, history, only 44,000 miles from new, complete with workshop manual and parts book and original handbook, probably the finest to be found, £24,750 Peter Jarvis Tel 01322-669081 or 07836-250222 www.peterjarvis.net

Interceptor MKIII 1971/6.3L Chassis No. 128/4341 Effectively this is a 'Barn Find'. I have owned the car since October 1995 and it has been dry stored since then. It is in poor

condition and although I have had sensible quotes for its restoration, I have decided to dispose of it unrestored. The work includes: Sills (inner/outer), front and rear valances, bottoms of A posts (which I have been advised are repairable), door bottoms, rear wheel arches, some floor pan work adjacent to sill repair, the tailgate needs a small amount of work and the tank is badly rusted on the top. The bumpers are average, but repairable. It comes with a complete unused big bore stainless exhaust system. Offers over £2000. There are also other useful parts, contact me for details. John Martin 01452 760109 (Gloucestershire)/ johnandjillmartin@btinternet.com

Interceptor MKIII 1974, Brienz blue, navy interior, genuine 66000 miles, very original with extensive history and owners back to factory build, reconditioned 8 track radio/stereo with MP3, everything works, stainless steel exhausts, very good solid condition, waxoiled, MOT passed last six years with no advisories, tested March 2014, taxed £15950 Tel 01472 211275 Chris Manning (JOC Member 9088)



Interceptor Convertible Series III Registration AEA880M Chassis No:PP102 (second Pre-production Convertible Prototype) a very rare car in excellent condition, with a very powerful and much modified engine, and Richmond six-speed manual transmission. The engine is stroked to circa 8+ litres with much increased horsepower & torque figures and resultantly it is a true Aston Martin beater...!!! Aluminium competition cylinder hears, Eidelbrock manifolds, aluminium radiator by Pace Products, tuned exhaust with massive tail-pipes/resonators. Much history & provenance, this car was featured in TWA advert of a "man on the move" - the man? Kjell Qvale. Whilst it doubled as a PR/Press Car, it was also the very car Qvale used when in the UK and his ranch in Stow on the Wold, and he wrote me an affirmative letter. Will be available for sale in Spring/Summer 2013. Some spares, including Richmond gearbox. Price: £47,000 George Zdanko Tel: 01527 584000 Mob: 0779 668 2203 e-mail: george@allianceseals.co.uk (JOC Member 694)

Unique Interceptor Coupe The only one in the world. Never been registered from new, the solid top coupe version, not the normal glass panel type. The last car sold in Issac factory closing down auction in 1976. Covering newspaper cuttings of the sale with the car. Silver with black top and red interior. I am the second owner of the car (purchased in May 1980) the first was Mr Neville Johnson who purchased three cars at the auction the other two being glass panel types. The car has a mileage of only 1,946 which was nearly all done on trade plate's by the factory prior to the closing down auction. Featured in Books, Club Magazine and the TV news which covered the auction in 1976. Asking price £99,500 (no offers) nickthompson365@btinternet.com Tel 01952 603090 (JOC Member 980)



FOR SALE & WANTED

For sale 5 x Jensen Interceptor MKIII original alloy wheels with tyres all in perfect condition. Also a complete rear Limited slip differential 3.07:1 ratio, comes with both leaf springs and prop shaft. 4 x brake callipers and vented discs, power steering pump and air con pump. All working fine. I am open to sensible offers and can be contacted on 07964 616 923, Courtney Smith. Not far from M40 near Thame, Oxford. *For pictures please view* <http://www.flickr.com/photos/jensensparses/sets/>

Misc. parts available I have exported my Jensen to my grandson in the USA and have some spare parts that might be of interest to your club members for their restoration purposes. They include the complete rear window assembly for a Jensen Interceptor, two black leather front seats and rear seat, radiator and some chrome body parts, carpets etc. Based in Carmarthen, West Wales and will consider any reasonable offer for these items which will need to be collected by the purchaser. Telephone 01267 234817. Bob Jones

Various 541 parts For pictures please view <http://www.flickr.com/photos/jensensparses/sets/> Set of 4 alloy original dot pattern door vertical trim plates 541, 541R. Set of 4 alloy

original dot pattern door vertical trim plates 541S, CV8 Mk 1 and 2. Set of 4 alloy original dot pattern door vertical trim plates CV8 Mk 3. Set of 2 alloy original dot pattern horizontal kick trim plates, supplied over length to allow final trimming on car - covering 541, 541R, 541S and CV8. Set of 2-alloy bonnet securing thumb nuts, machined and polished. Set of 2 alloy bonnet securing half wing nuts, machined and polished. S/S bonnet Screwed Rods per pair with S/S End Retaining Screws plus 2 S/S Half Nuts per rod. S/S Spare wheel carrier lifting screw. L bracket in S/S to mount carrier lifting screw. Boot hinges 541R, 541S bronze castings polished with s/s studs and s/s hinge pin. Arrange chrome plating locally. Boot hinge extension bronze castings polished only. Arrange chrome plating locally. Nickel Bronze machined and polished castings for clamping inlet and exhaust manifolds to Engine. Similar colour to stainless steel. 541, 541R (and 541S?) Bonnet retaining catch in S/S. 541R, 541S Door restraints in full stainless and with new friction plates. 541 through to CV8 - Front quarter light window pivot stud with securing pin both in S/S to repair broken off closing handle. 541 through to CV8 - Car chassis id plates in S/S or Brass, both with black infill paint. Tony Wilde, send email for pricing jensensparses@yahoo.com.au (JOC Member 92)

For sale Interceptor MKIII driving wheel in black leather and screw in boss, good condition. £150 inc pp Tel 01206 305916 (JOC Member 9834)



541 parts for sale pair of new front wheel stub axles, pair of used front wheel stub axles complete with re-bushed king pins. David Wright Sheffield Tel 0114 266 0376

Interceptor MKIII parts for sale New set of carpets for MKIII Interceptor £200, also black vinyl roof ready to fit £50. New headlining ready to fit £120. Tel 01909 732750

Dennis Hayward, Worksop.

Jensen Healey/GT new spares Waterpump (recon exchange) £111; rare original Jensen black carpet set £225 Front wheel bearings £20 pair; Rear wheel brake cylinders-- Girling £20, Lockhead £25.50; Brake discs £42 each; Rear wheel bearing/oil seal kit £40; Small dashboard guages £25 each; Rear shockabsorber mounting brackets £11.50; Track rod ends £7; silicone plug lead set £27.50; Original full tonneau cover £100; Original tool bag £15; Secondhand Bonnets, wings, rear trailing arms, mechanical parts etc too much to list. Email David Booth at djb45g@aol.com for 19 page list or phone 01244 336331.

WANTED FF bonnet MKI, beige backseat MKI, headrests and 383 engine wanted, Thomas Hoeller (JOC member) t.hoeller@gmx.net

WANTED Complete front and rear BUMPER for Interceptor MKI, All prop's welcome, email Alexander.Oet@rcvastgoed.com

WANTED JENSEN SP/INTERCEPTOR, anything considered together with owners manual, tools, memorabilia and anything relating to the Jensen Marke wanted by genuine fanatical collector! Call Tim on 01322-333484/ 07956-271230 or e-mail timspjensenclark@yahoo.com

WANTED Jensen FF servo and Maxaret solenoid unit. Also requiring any Jensen FF ephemera. Handbooks, documents, photographs. In fact please contact me if you have anything for sale relating to Jensen FF cars. Ulric Woodhams, telephone: 01694-781354. E-mail - ulric@ulricpublishing.com

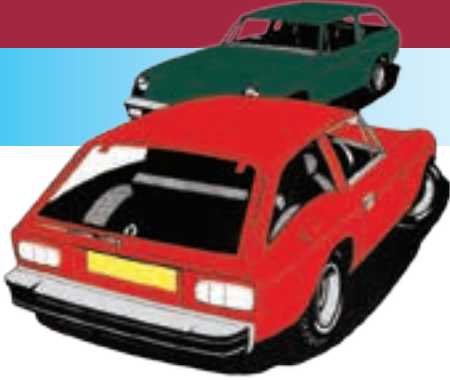
WANTED Dunlop brake reservoirs, CV8 MkIII/early Interceptor style. Preferably new old stock, but good second-hand would be okay. Ulric Woodhams, telephone: 01694-781354. E-mail - ulric@ulricpublishing.com

Have you lost interest in the Jensen in your garage or workshop? Wanted - a Jensen for restoration or finishing/completion: Prefer a C-V8 or 541, will also consider an FF or Interceptor project, as well as spares for the Jensen. Tel: George 0779 668 2203 or 01527 584000 e-mail: george@allianceseals.co.uk (JOC Member 694)

For Jensen owners, a parts business in East Sussex, Called Sussex Interceptors - dismantling Jensen cars. Huge inventory of spares including cars for sale and part restored cars. Phone with your requirements 01424 224440. Mobile number 07831 351461 (JOC Member 4949)

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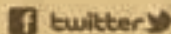
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