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Issue 267 September – October 2019



International 2019 Full Report



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Welcome to our latest edition of the magazine; this edition has a full report of our 2019 JOC AGM and International, with photos of nearly all the prizewinning cars. My thanks to our photographer Nic Cooper for all his hard work in taking them. The car park at this year's International was very spacious, which certainly made a welcome change from the very

cramped car park we endured last year at Malvern; this year we all had the time and space to move around and really see the cars in all their glory.



My FF won a prize at the International's Show 'n' Shine – fame at last!

I'm still receiving the last few members' JOC surveys, if you haven't completed yours yet, then PLEASE do so now as it really is a case of "speak now or forever hold your peace"! John Lane is collating all the results, and we hope to have a summary of them in this magazine; the findings may take a bit longer to understand fully and deliberate upon by the committee.

Disclaimer

The ideas and opinions expressed in this publication are purely those of the contributors and should not be construed as the policies of the Editor, the Committee, or the Club. Whilst every care is taken to ensure the information in this publication is correct, no liability can be accepted by the authors of the Jensen Owners' Club magazine for loss, damage or injury caused by errors in, or omissions from, the information given.

Publication

The Jensen Owners' Club magazine is published bi-monthly on the 1st of each month starting in January. **The submissions deadline for the November/December issue #268 is Fri 11 Oct** and these must be sent to the Editor only. Articles for the magazine are welcomed for publication by the Editor, together with electronic copies of photos

My FF had until very recently been running very well indeed and then (on the hottest day of the year) and ironically on its way back from a service and MOT, it broke down with a fuelling problem..... It was an intermittent fault, which after much deliberating with the AA they admitted that they did not have a solution for it either. Curiously the very same thing happened two years ago on our way back from the International at Derby – it was very hot then too.

Eventually I believe I found the problem to be a slightly loose fitting vacuum hose on the EFI's fuel regulator, which in the normal scheme of things didn't have much effect on the engine, until the day got hotter and hotter..... and the requisite amount of fuel couldn't get into the engine. All is now well, I believe (until the next time)!

Paul

Errata:-

Mea culpa – page 20 of #266 showed Sir Greg Knight's car as a Mki Interceptor, it is of course a Mki FF.....

Dear Paul,

I would like to thank Alan Smith, The JOC committee and all members at the AGM who bestowed upon me the great honour of becoming the President of the Jensen Owners' Club.

It was a great surprise, in fact, I am still trying to come to terms with it. I shall do my very best to be worthy of the position.

Yours sincerely,
John Lane

Honorary President JOC

which are preferred to maintain the highest printing quality. The Club endeavours to take good care of all material submitted, but cannot be held responsible for loss or damage, nor can it guarantee a specific publication date. Advertising is accepted on the basis that there is no guarantee of a specific publication date and that the Club has the right to refuse or withdraw advertisements at its discretion, nor does it accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

Digital copies

Digital copies of the magazines are available to view online in the members' section of the website. To get access to this please contact the club's IT Officer, Zac Marshall – IT@joc.org.uk – please note that these electronic magazines are restricted to Jensen Owners' Club members only.

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Jon Neild drives David Wright's C-V8. Photo by Jonathan Fleetwood and kind permission of Classic Cars magazine

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A view from the bridge



Well, I suppose it would only be a matter of time before a Jensen went missing. I am of course referring to the recent very unsavoury incident regarding the theft, appearing very much to order, of a member's Interceptor III Convertible. The trail appears to be cold and, sadly, I have no good news story to fill my column in this edition on this matter, but merely a slight

footnote on a personal note in that I too recently lost the use of one of my means of transport instigated by persons unknown.

My mountain bike was liberated from my local railway station, despite the serious security measures I thought I had correctly deployed. The sting in the tail being that my insurance didn't cover it even though I was of the opinion I was covered -- as I had received a payment four years ago when a very similar event occurred. Insurance company "explained" that the underwriters had used their discretion previously to pay out. Moral of the story.....**read that small print!**

Moving on. What does the word **TEMPO** mean to those out there in the Jensen world? No doubt some of you will have been following the "liberation from the undergrowth" of chassis and bits of a former West Bromwich-based Jensen Tempo. I do hope there is a brilliant magazine article and an appearance on the JOC stand at the NEC in the future of what looks to be a fascinating restoration.

On a slightly different note, I reproduce below part of an e-mail to me from Richard Calver regarding his new book.

Richard wrote:-

I have been calling this the "new databook" but it is in reality much more than that. In fact, it has a new name. It is now "The Jensen Genome", a title based on the premise that the information it contains is basically the DNA of Jensen. The entries show what went into building Jensen as an entity, albeit one which is now extinct.

The Genome is my biggest book yet. It weighs 5kg, has over 700 pages and is in large landscape format, 270x380mm. The print is big for old eyes, the text is new, there are about 100 photos and the page edges are colour coded to help you know where you are in the book.

Each book comes with five colour-coded bookmarks, numbered to the book, so don't lose them. They allow the reader to leave a bookmark at a frequently consulted page or section, for convenience. In addition, there is a fabric bookmark bound into the book. The covers are heavyweight faux leather in black with gold embossing. It has marbled endpapers and the foreword is by Ian Orford.



Richard Calver with Naomi Gruzevskis President of the Jensen Car Club of Australia at the official launch on 7th August.

There are only 500 copies so I suggest people don't hang about to order one.

Australia and New Zealand have accounted for the first 100 in pre-orders, and that's about all the stock I have available at present, as printing is not yet finished and won't be done for another couple of months.

Now, Regalia has ordered a number of copies and they should be with us soon.

Whilst the car show is in full swing my attention is turning to the NEC and things are coming together. But I must say that there have been some excellent postings of Jensens out and about all over the place - not only in this country but worldwide - on view courtesy of this digital age that we live in. Keep posting and keep the faith.

And finally, on a personal note, despite the attempts by Thames Water to disable my car, it passed its MOT with no problems..... Happy days.

Remember, keep on the correct side of the road.

Shaun



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The Early History of H5



Robert Edward Ansell (car ownership 1938 – 1946)

On 23 June 1946, Robert Edward Ansell, one of the heirs to the Ansell's brewing empire, sat in his blue E.R.A. racing car at the Bugatti Owners' Club Speed Hill Climb at Prescott with his matching blue Jensen 4¼ Litre H-Type drophead coupé parked behind. Aged 28 and married earlier in the month, Ansell also competed in his Type 37 Bugatti that day, and had recently acquired a Maserati 4CL racing car. Based on extensive new research, David Davies tells the story of Marcus Garbe's magnificent H-Type, currently undergoing a complete restoration to its original colour scheme.....

Robert Edward Ansell (car ownership 1938 – 1946)

Robert Edward Ansell, known as 'Bob Ansell', acquired the Jensen 4¼ Litre Drophead Coupé chassis number H5 on 30 December 1938, registered as CUE 399. As many readers will know, most of the 14 H-Types made were powered by a straight-eight 4205cc Nash engine producing 120 bhp. They had a twin-ratio rear axle providing six forward gears and a maximum speed of 95 m.p.h. They also had independent front suspension, one of the features which the late Bob Ansell told Richard Calver in 2000 had originally attracted him to the car. Only two Nash-powered H-Type dropheads were produced, H5 and H11; H5 being the only known survivor. A left-hand drive HL-Type drophead coupé was also made, powered by a Lincoln Zephyr V12 engine. This has also survived.

Ansell was aged 21 in December 1938 when he acquired the Jensen, giving his address as Upper Billesley, near Stratford-upon-Avon, the family farm. Two years before, he had started at the bottom in the

Ansell's Brewery business that his great-grandfather, Joseph Ansell, founded, working as a stocktaker for a year.

Earlier in 1938, Ansell had acquired the 1936 E.R.A., chassis number R9B, from Denis Scribbans, a Birmingham stockbroker. Soon after acquisition Ansell had it repainted, changing the colour from the original light cream to dark blue, with red wheels and red leather trim. He usually dressed in white when driving the E.R.A, with a white helmet (when he wore one). The red, white and blue colour scheme had a special significance. Circles of red, white and blue, the colours of the Union Jack, surrounded each of the pale green letters of the E.R.A. badge, reflecting the aim of the company, English Racing Automobiles Limited, to build a British racing team that could challenge its Continental rivals. Most E.R.A.s and their drivers adopted some combination of these colours for their cars, or the pale green of the badge's lettering.

According to Richard Calver, H5 was originally painted blue with red leather trim and red carpets. No other H-Type or S-Type is known to have been ordered in this unusual colour combination. It is likely that Ansell specifically ordered it in the same blue and red colour scheme as his E.R.A. The Jensen may also have had red wheels like the E.R.A. The English Racing Automobiles Limited venture started in 1934, funded by a wealthy participant in the sport, Humphrey Cook. Workshops were established in the grounds of Eastgate House, Bourne in Lincolnshire, the family seat of Raymond Mays, who was to become one of the most successful and charismatic competitors in the pre-war era, especially in E.R.A.s.



E.R.A. badge

The first four 'A Class' cars were based on a Riley 1 ½ Litre unit with head and crankshaft modifications and higher set camshafts.

The 'B class' cars of 1935 and 1936 had similar engines, with additional bracing of the frame beneath the driver's seat and more flexible springs. Thirteen of these were made of which Bob Ansell's was the ninth one, chassis R9B. They were capable of 75mph in 1st gear and had a top speed of 135mph.

Ansell was among the first to test out the new Speed Hill Climb constructed in 1937/8 by the Bugatti Owners' Club in the grounds of Prescott House, at their first Open Hill Climb on 3 July 1938. On that occasion, he achieved the second fastest time of the day.

At the next meeting, on 25 September 1938, his was the fastest time of the day. Ansell demonstrated considerable driving skill from the outset. He never had a serious mishap.

Earlier in the season he had also competed in the Junior Car Club International Trophy at Brooklands, the Coronation Trophy Meeting



Bob Ansell at Prescott on 25 September 1938 when he achieved fastest time of the day Copyright: Klementaski Collection

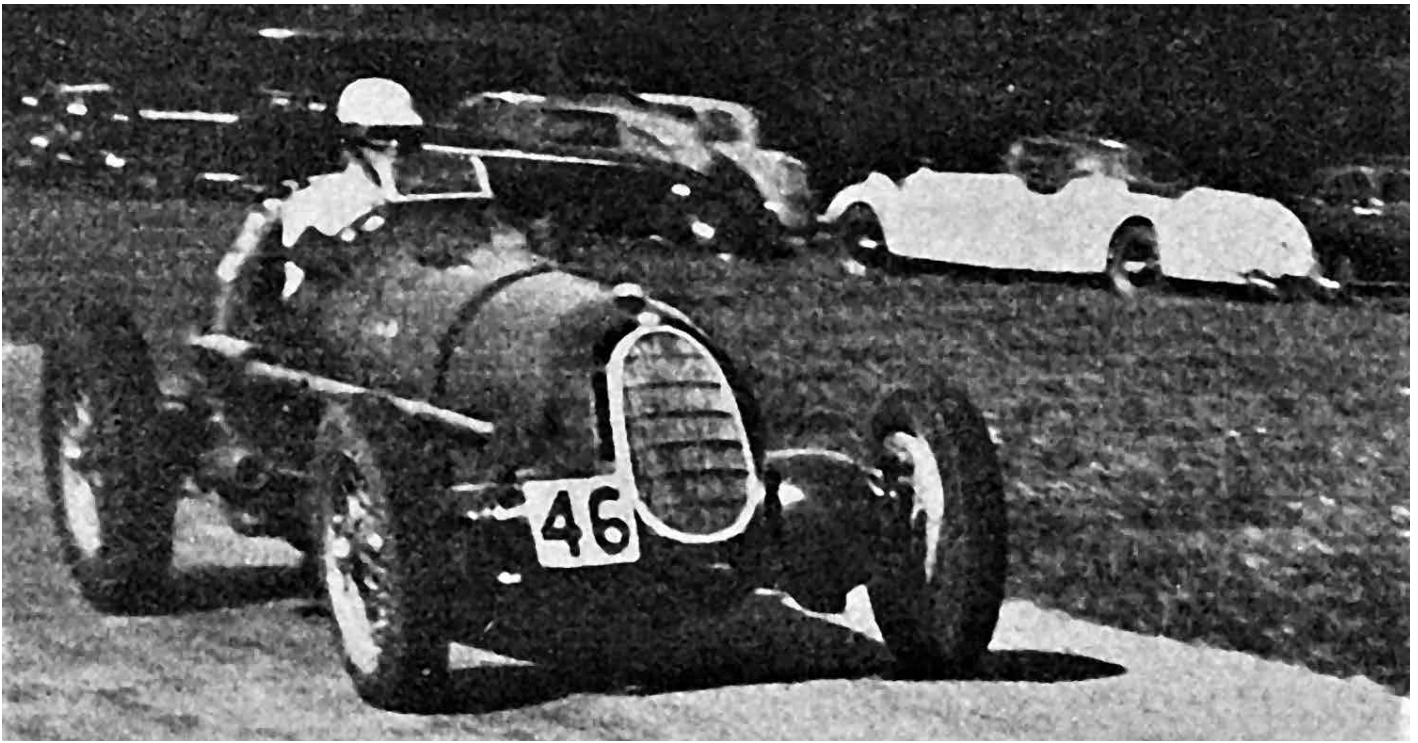
at Donington and the Midland Automobile Club Hill Climb at Shelsley Walsh, all in May 1938. Between June and October, he competed again at Shelsley Walsh and in the Brooklands Automobile Racing Club Autumn Meeting

1939 followed a similar pattern including an appearance on 3 June 1939 at Shelsley Walsh, as shown in the Klementaski photo taken on the famous S-bend. Another intriguing photo taken at the same event, which appeared in the July 1939 edition of Motor Sport magazine, seems to show Ansell's H-Type Drophead in the background together with the double-decker transporter that he told Richard Calver Jensen Motors constructed for him based on a Bedford lorry. H5 appears to have originally had a light-coloured hood. The cream Jensen S-Type Tourer, chassis number S44 with registration AEA 311 and unique cream-coloured running boards, now owned by the author, is parked behind.

AEA 311 was borrowed from Jensen Motors by Alan Hess for the 1939 Scottish Rally between 31 May and 2 June 1939, with the coachwork competition on the final morning. Hess was a regular BBC



Ansell competing at Shelsley Walsh on 3 June 1939 entering the famous S-bend. Copyright: Klementaski Collection



H5 and S44 at Shelsley Walsh on 3 June 1939, an Alfa Romeo in the foreground

commentator at Shelsley Walsh, usually on the famous S-bend near the top of the course. The cars are parked in a non-public parking area next to the finishing straight. The S-bend commentary hut was only a few steps away through the trees. Ansell may have found the spot convenient as it was close to the finishing line and the return track to the paddock. It was also directly opposite the Members' Refreshment Tent.

Later in the summer, Ansell took the E.R.A. to Switzerland for the Swiss Grand Prix in Berne on 20 August 1939. This was to be its final competition before the outbreak of war. During the war Ansell was a Royal Artillery officer. The Jensen was laid up as were his other cars. He re-joined Ansell's in 1945.

Racing events resumed in 1946 and once again the E.R.A. had a busy season, sometimes being lent to Ansell's mechanic, George Bainbridge,

who always prepared the car, or his school friend Brian Shawe-Taylor who was later to own it for a year or so in 1950/51.

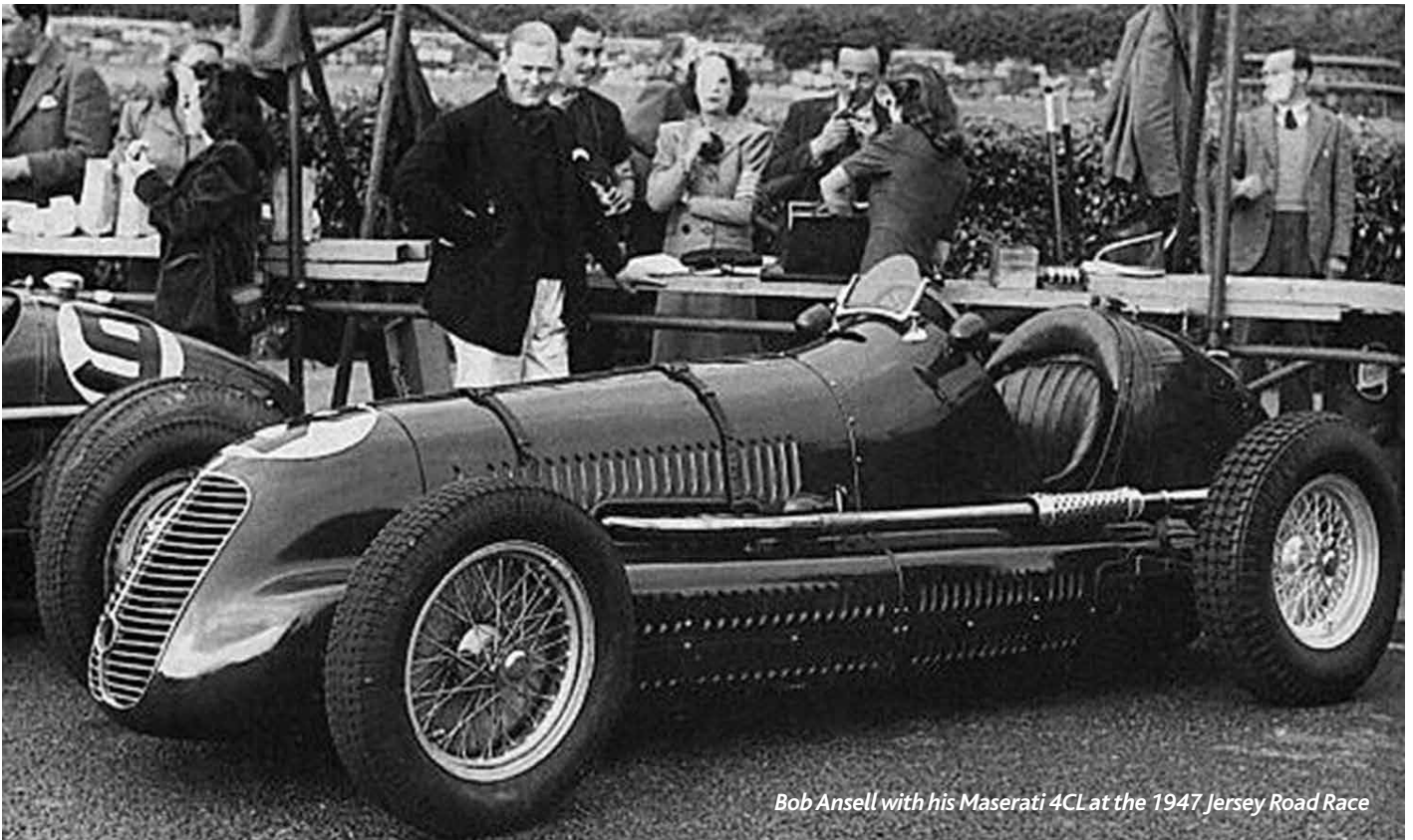
At the Shelsley Walsh Hill Climb on 1 June 1946, Ansell also competed in his Maserati 4CL and his Type 37 Bugatti as well as the E.R.A. Later that month, on 23 June 1946, he used the E.R.A. at Prescott, as shown in opening photograph, and again the Bugatti.

The E.R.A. competed at Prescott in July and September 1946 and at the Brighton Speed Trials in September. He lent the car to Bainbridge and Shawe-Taylor a few times as well.

On 17 October 1946 Bainbridge managed to crash the E.R.A. after the finishing line in the Bouley Bay Hill Climb in Jersey (quite an achievement). The car was out of action until August of the following year. It was to be the first of many rebuilds in the car's long history



Below: Ansell in his first Hill Climb after the war at Prescott on 19 May 1946. Copyright: Klementaski Collection



Bob Ansell with his Maserati 4CL at the 1947 Jersey Road Race

With the E.R.A. out of action, Ansell mainly used the Maserati. When it was back on the road, the E.R.A. was driven by his cousin Geoff Ansell, a Hampshire farmer, Bainbridge and Shawe-Taylor. Geoff Ansell bought the E.R.A. in 1948. In the British Grand Prix of that year, Geoff Ansell rolled it on to its side, fortunately escaping with only minor injuries but highlighting the dangers of the sport.

Bob Ansell retired from competitions in 1949. The E.R.A and the Maserati have survived, both currently believed to be in Germany. It is not known which Type 37 Bugatti Ansell owned.

Meanwhile, on 8 November 1946, Bob Ansell had advertised the Jensen in *Autocar*, after owning it for nearly eight years, as follows:

'1939 4 ¼ Litre Jensen Drop Head Coupé, blue, 30,000 miles, excellent condition, one owner. R. E. Ansell, Upper Billesley, Near Stratford-upon-Avon'. He is believed to have sold it to Corporal Henry Posner.

Henry Posner (car ownership 1946 - 1949)



Corporal Henry Posner in the later 1940s Photo: Courtesy of the Bugatti Owners' Club

When Richard Calver researched his book *Jensen: All the Models*, he met the late Henry Posner in Oxfordshire as he owned a Jensen-bodied Morris Minor. Posner mentioned that he had owned a Nash-powered Jensen Drophead Coupé after the war which he had bought cheaply for about £250. The car was dark blue but he could not recall the registration number. Richard believes this was H5.

Aged 20 at the time, Posner had recently started working as a pay clerk for a small contingent of around 30 army personnel

in charge of Harcourt Hill POW camp, known as Camp 43, North Hinksey on the Berkshire/Oxfordshire border. There were around 600 to 700 POWs in the main camp, with 500 at another location.

Posner related his wartime experiences in the late 1970s to Miriam Kochan for her book *Prisoners of England* and they provide an interesting insight into life at the camp. In many ways the regime



Henry Posner (left) in 1973 with his Type 37A Bugatti Photo: Courtesy of the Bugatti Owners' Club

was quite relaxed with considerable autonomy given to prisoners. Activities were largely based around re-education and rehabilitation. The camp remained in operation until the official repatriation of POWs was completed in July 1948.

Given Henry Posner's intense interest in owning and racing historic cars later in life (for example, he owned many Bugattis and was a leading light in the Bugatti Owners' Club), he is likely to have known exactly who the 'R. E. Ansell' in the 1946 *Autocar* advert was. Posner was later to race a Type 37 Bugatti very similar to Ansell's.

Posner told Richard Calver that he sold the Jensen around 1949 prior to an official test of the petrol being used in the car. He had been running it on avgas (aviation fuel) whereas in those petrol rationing days he should have been using low octane pool petrol. He did not want to run the risk of a penalty or disciplinary action in the army. It is not known to whom he sold the Jensen.

The Jensen slumbers In Staffordshire (1957 - 1969)

The Jensen's original and continuation log-books were mislaid long ago. At least one of them may have been sent to the DVLA when the registration was recovered and not returned. Fortunately, the details written in the continuation log-book were recorded by a former JOC

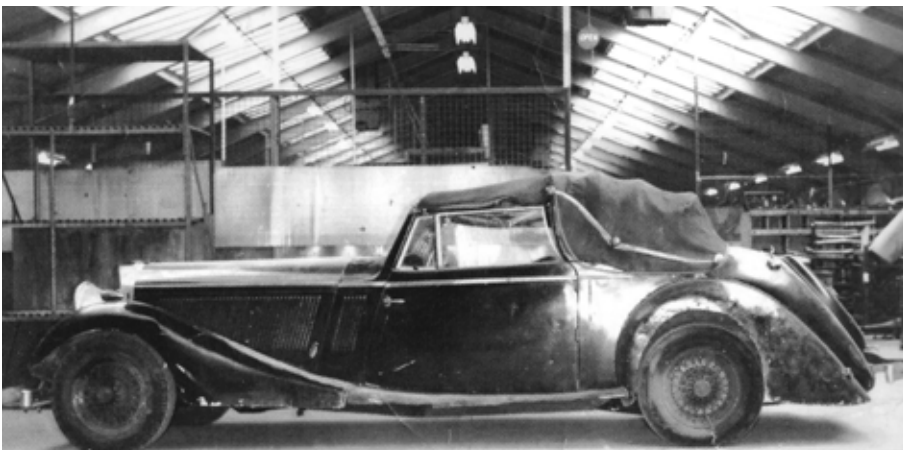
Early Cars Registrar. From 31 July 1957 a gentleman near Newcastle-under-Lyme in Staffordshire owned the car. On that date, he was only 20 years of age so it is likely that was the date that he acquired it.

He lived on a farm where his father had been a tenant smallholder since the 1930s. All generations of the family lived there. The son reportedly hoarded old tractors, ancient farm machinery and motor bikes. A friend of his told me that there was an old Jaguar with a tree growing through it on the farm. He confirmed that his friend also owned the Jensen but it was never seen. It was therefore probably laid up between 1957 and 1969. The precise circumstances in which it was purchased by Jensen Motors Limited in 1969 have not been confirmed.

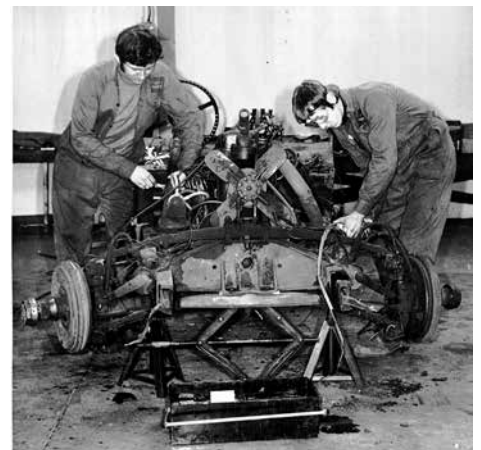
Jensen Motors Limited (1969 - 1970)

Richard Calver has established that the Jensen arrived at Jensen Motors Limited in the second half of 1969. As a photograph taken soon after its arrival shows, it had the appearance of having been laid up for a considerable time.

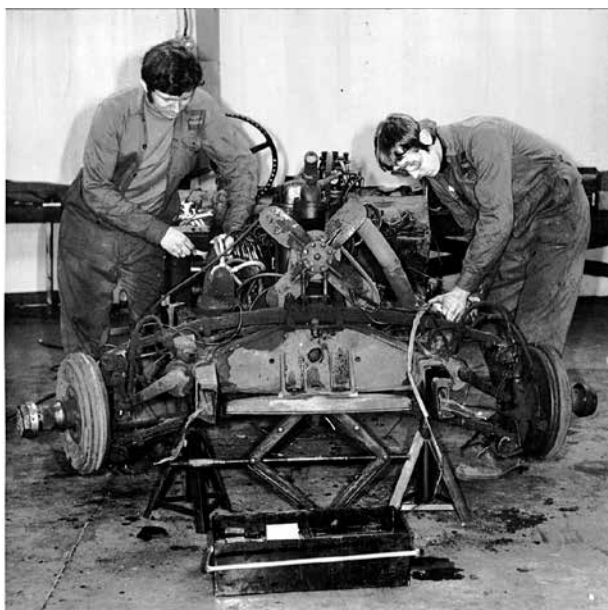
Jensen Motors purchased the car for apprentices to work on. As the factory photographs show, a restoration was started which included the dismantling of the car and restoration of the chassis and



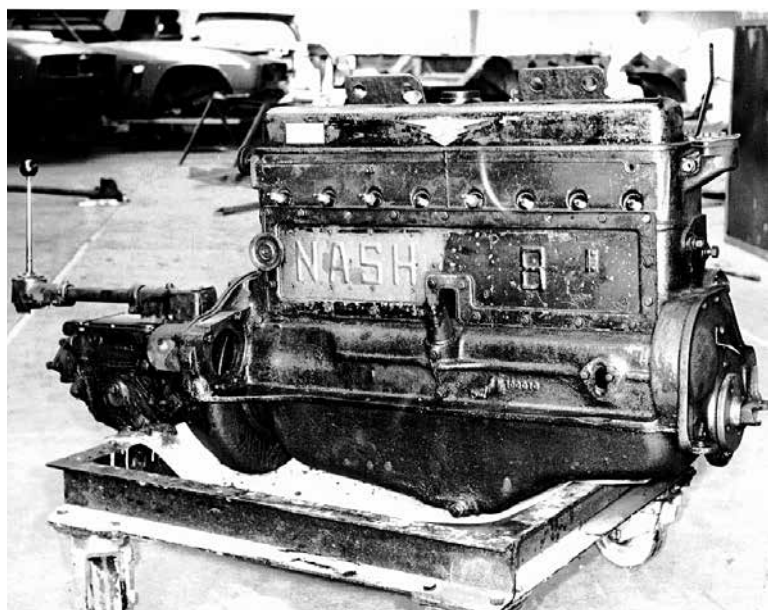
H5 soon after its arrival at Jensen Motors Limited in 1969



Apprentices dismantling the running gear



H5 with the body tub, floors, panels and running gear removed



The mighty Nash engine and gearbox removed

engine. Some ash frame restoration may also have been undertaken. Following a change in management in around 1970 work ceased and the car was sold. It is not known exactly when or to whom it was sold by the factory. Later it passed briefly through the hands of two people in the motor trade, Ernie Allen and Bob King.

Ernie Allen & Bob King

In December 1985, a short article appeared in *Sporting Cars International* magazine based on a letter from someone called Ernie Allen, who said that the Jensen had '*passed through his hands briefly*' some years ago, although he did not say when.

It included one of the photos taken by Jensen Motors Limited, showing it leaving the factory in its partly completed state. Given some inaccuracies in the article about which model the Jensen was, and when it was produced, Allen does not appear to have bought the car directly from the factory. It is not known from whom or when he bought the car.

The late Ernie Allen was a talented mechanic. From the mid-1980s he became a respected restorer of Bugattis. Earlier in his career he had been a technical director at the AA and had also set up a racing team for United Dominion Trust, designing and building cars. He had a share in a workshop in Chichester, and this may be how he got to

know his good friend Bob King, an auctioneer and car dealer who also had his base in Chichester, to whom he is believed to have sold the Jensen in 1974.

The late Bob King was a well-known jobbing auctioneer at the time, for example at London Motor Auctions Limited in Brentford and at the Vintage Transport Enthusiasts' Club auctions held at Alexandria Palace. He had a reputation for sometimes buying the cars he was meant to be auctioning. Given that Bob King and Ernie Allen were good friends, both with a base in Chichester, it seems likely that he acquired the Jensen from Allen rather than at auction. King sold it to Michael Richardson later in 1974.

Michael Richardson (ownership 1974 – 1983)

Bob King knew of Michael Richardson who at the time was a well-known Jensen Healey dealer based at Progress Garage in Arundel. He contacted Michael about the Jensen who saw its potential for promotional purposes. Michael bought it for £800. The restoration was duly completed. Michael wrote a fascinating article in JOC magazine number 231 in September 2013, concerning its restoration and his days as a Jensen Healey dealer. It was finished in a Scimitar shade of cream with a red hood and, as club members may know, this is the form in which it has remained for the last 40 years, until the commencement of its restoration late last year.



The Jensen H-type Drophead Coupé in a 2005 photo taken by Richard Calver

We greatly look forward to the re-appearance of H5 at future JOC events and Marcus Garbe's article about its restoration in due course.....

ACKNOWLEDGEMENTS:

Initial information and advice received from Marcus Garbe, Michael Richardson, Richard Calver and Mike Williams. Paul Gibbons, Archivist of the Bugatti Owners' Club. David Moore, Archivist at the Midlands Automobile Club. The Klementaski Collection in Stamford Connecticut. Numerous issues of *Motor Sport* magazine. *The History of English Racing Automobiles Limited* by David Weguelin, White Mouse Editions, London. 1980. Substantial information about Ansell's Brewery can be found on the website at <https://www.midlandspubs.co.uk/breweries/birmingham/ansells-brewery.htm> *Prisoners of England* by Miriam Kochan published by The Macmillan Press Ltd, London, 1980.

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'The List'

and David's C-V8 Mk III is at the top....

Classic Cars magazine has a regular feature called *The List*. This invites readers to name their top ten cars they would like to drive. A reader in Wiltshire wrote that his top of the list was a Jensen C-V8 Mk III, and I was contacted by John Staddon, JOC Registrar of C-V8s, asking if I would make my car available for the day.

I thought, this sounds like fun and good publicity for the Jensen marque, so I agreed. Guess what - the date agreed was my birthday! I came up with a few suitable routes around Sussex, and the deal was done. Journalist and photographer turned up in a BMW estate, and the lucky reader in a Jaguar XJS 4 litre. After coffee we set off, with me in passenger seat, right foot firmly on the floor!

Static shots taken of the car and under the bonnet were first up, and both journalist and driver seemed impressed by its legendary Chrysler V8 6.3 litre Golden Commander engine, and spent ages discussing the family resemblance with the previous model, the 541, in some of the body lines. Conversations with the driver beneath the bonnet, in the driver's seat and all around the car was very positive. Eventually, we progressed to a half mile stretch of open road, and the real fun began....

Walkie-talkies were issued to both cars, the tailgate on the BMW was lowered, and the photographer sat on the tailgate, strapped to the car for safety. The journalist then drove his car half way down the straight, with the Jensen sitting poised at one end. The "Go, Go, go!" order was issued when the half mile stretch was completely devoid of traffic, and we shot off, with the BMW in front, on the wrong side of the road, the photographer taking shots of my car at an angle - scary!

Then through the walkie-talkie came the instruction, "OK, turn around,

and do it again" and so we did - eight times. I have to say by this time my driver was enjoying the Jensen very much, driving it respectfully, but purposefully, and using its 330bhp pretty well. We then decamped to another stretch of windy road with 2-3 curvy bends that were all in sight. The photographer crouched down on one bend, just by the road, and "Go, go, go" came through again - by this time I was getting used to the "Roger, here we come" reply! This section was also repeated a few times, as often a lorry would come through just as we had set off, so the photo was aborted, but we had to proceed to turn round. Needless to say I had set the trip meter, in order to claim my mileage, especially as with my fuel consumption, I needed to get as much back as I could!

A late lunch was enjoyed at a riverside café, and more general petrolhead talk filled the air. At the end of the day, the driver was in no doubt that he would love to own a C-V8, but need to rationalise his little stable of Jag XJS, Mercedes Benz E320 Cabriolet, and Triumph GT6. And so we all returned to my house, my Jenny a bit on the hot side, but surviving well.

The proof for the article amused me, as all the destinations and locations for photoshoots had been changed to protect the innocent. The superlatives and generally expressive language were wonderful to my ears, and all in all what a great experience to enjoy on my birthday! The article was published in the August issue of *Classic Cars* magazine (out in early July!) pages 8-12, and a really perfect memento, together with the 50 images sent me from the photographer.

David Wright



Alan Smith judging the C-V8 in the Concours at an International – David and Chris working away in the background

Acknowledgements:-Cover photo published by kind permission of Jonathan Fleetwood and Classic Cars, all others by Nic Cooper.

Stop Press

HAMPTON COURT CONCOURS D'ELEGANCE 2019

David Wright has succeeded in getting two JOC cars entered this year in both the Club Trophy on 6th September, as well as the Display itself on 7th September. They are the C-V8 MkIII of Anton Raaymakers (Strathcarron Cup winner and Concours 1st prize), and the FFII of John Carrier (Concours 2nd prize and best FF). See the International's Concours report for more details and photos of these exceptional cars.

THE THELMA SMITH AWARD

As a result of all David's work for the JOC in publicising the marque – and his tireless work in organising events for the South Downs Area, David was given the Thelma Smith award at the 2019 AGM. The award is given annually for the member who does the most for promoting the JOC and working for its members.

Editor

Sussex Interceptors

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Richard's newly-painted Interceptor at the International

How to SUCCESSFULLY attend the JOC International (this year)!

Last year I wrote a report for the JOC magazine issue 261 entitled "How Not to attend the JOC International" when my Interceptor's alternator gave up the ghost on the way to Malvern. This year, infused with the "Bulldog Spirit", and having replaced the offending alternator, I decided to try for the International in Hull.

First though, my car needed to be brought up to snuff for such a prestigious event. Therefore, after the finish of the local rally scene in the Highlands, I inspected my car and noticed the odd wee bubble appearing in various locations around the car's bodywork. I decided on the subtle approach of investigation - and fitted the steel wire brush wheel to my drill - whereupon I gently caressed the paintwork around the offending areas. Would you believe it but I discovered some holes and a wee bit of filler (Ha, ha)! There were also some cunning repairs over the holes and under the filler - where metal plate was fitted using pop-rivets. This is a good way to foil the magnet test with a bodge job.....

Eventually, having worn out my steel brush wheel, I was left with the need to replace the front lower valance, both rear wheel arches and to weld in plate to fill a hole in the offside wing, forward of the grill. I removed the stainless sill trims and "Whooppee!" the paperwork I received when I bought the car confirming the replacement of the sills was correct and that all the metal was good steel, and not iron oxide. The car was then passed to my restorer "Ogilvy Car Restorations" of Grantown on Spey for the body repairs and painting.

Because of the extent of the body repairs the car was going to need a complete respray, so I took the opportunity to replace the

windscreen which was delaminating. This was a source of worry as to the state of the windscreen aperture which, praise be, turned out to be unfounded as the metal was pristine.

Interestingly I also learned a lesson from the windscreen replacement regarding the source of parts. Usually I tend to go straight to one of the Jensen parts suppliers, but with quotes of up to £550.00 for the glass and its transportation, with no guarantee of the glass arriving in one piece (and no one willing to provide transport insurance) I decided to try my local National Windscreens branch. They came up trumps and delivered a new "sundym" windscreen directly to my restorer in their specially-designed van for £350.00 all in.

By the end of February my car was back on the road and looking, in my opinion, fantastic. The car must have weighed a lot less after removing all the filler and replacing it with metal, certainly my wallet was a lot lighter..... I put my car through its MOT (I know it is not required but I like the peace of mind) which it passed with no advisories. All set now for the trip to Hull after a couple of local rallies as shake down.

I decided to travel down to Hull in two stages this year with an overnight stop in a hotel on the A66 close to Scotch Corner. We set off around 0800 hours and made good time down to Glasgow, around Glasgow and on to the M74 south. We made it past our breakdown point of last year at Abington services and, flushed with success, decide to stop for coffee and a sandwich at the services just before Gretna. Feeling replete and more confident we got into the Jensen, turned the key and a short turn of the starter motor- then nothing. Obviously my car does not like to leave Scotland.



541s and C-V8s at the 2019 International

However I was carrying a set of jump leads and the kind driver parked next to me allowed me to jump from the battery of his 4X4.

The engine started no problem - so obviously my battery was ill. This should not be a surprise, I suppose, as it was the same battery which was completely discharged last year when the alternator failed.....Being a Yorkshireman brought up in Scotland (double tight according to my missus), when the battery took a charge and seemed to behave, I decided not to replace it. (Mistake!!)

Obviously the heat generated on the long run put paid to the life of the battery. I felt that this problem was going to reoccur when I stopped again, so I decided to try the garage in Gretna to see if I could obtain a new battery. Unfortunately they could not oblige, but put me on to a motor factor in Carlisle, about 6 miles further down the

motorway. Luckily these people had a battery of the correct size for my car, which was actually larger than the battery already fitted. The new battery was fitted and our journey continued.

Down the M6 to Penrith and across country on the A66 to our hotel at Greta Bridge. Next morning the car started perfectly and we continued our drive to Hull successfully arriving at the hotel around lunch time.

Scottish area report

On the Saturday morning a second Scottish member, Mark Ellington, arrived from Aberdeen in his immaculate RED Jensen Interceptor 3. This was a journey worth making as his car **WON** the "Show and Shine" competition on Sunday morning!

Our return journey was largely without incident but we developed a bit of a misfire. Once home I discovered that my carburettor feed pipe had developed a crack and was leaking fuel. This has now been replaced along with the plugs, leads, distributor cap, rotor arm, condenser and points. The misfire has disappeared.

My wife and I had a fantastic time over the weekend and are looking forward to next year's International, in Scotland perhaps?

Richard (Gibson)
JOC Scotland Representative



Concours Secretary's Report 2019 International

Another excellent International Weekend at the Mercure Grange Park Hotel in Hull with lots of amazing cars in the car park. After a very slow start with the entries, I finally had 14 on Tuesday, 18th June, so the competition could go ahead. (In the event, as you will see from the results, only 11 cars made it.) There was a good selection of cars from 541 to SV8. The car of the weekend was Anton Raaymakers' freshly restored C-V8 MkIII which won several awards, and we hope he had an uneventful journey back to Rotterdam.

I was delighted that two members who entered "to make up the numbers" actually came 2nd and 3rd - so never underestimate how good your car is! In some cases only 2 marks separated the positions, so it was very competitive despite the low numbers.

This was my last year as Concours Secretary, and David Pearce will be in charge next year. He is a previous Strathcarron Cup winner and has been a judge for the last two years, so knows how things should work. I would like to thank David, Ian Proudfoot and Paul Bridges who were my fellow judges, and the Show'n'Shine mystery judges. The invaluable help of the backroom team: Caroline Newby, Mark Newby (Kelly wasn't

with us this year) and Tom Howarth as well as Daniel, Jacky, Lauren and Grace Smith who collected the mileages for the Wally Hall Shield. It is interesting to note from the mileage record that the number of cars attending the International Weekend on the Sunday is very similar - 53 in 2013 (Cranage Hall), 54 in 2018 (Malvern) and 52 this year, so support for the International is consistent irrespective of - but it's not always the same cars.

The Show'n'Shine continued this year with some worthy winners. As there were no Early Cars the judges decided that we should have an FF class instead. I was very surprised to win the Sports Car award with VRT 823 M but as I leave the roles of Concours Secretary and Jensen-Healey Registrar it is nice to have a permanent memento.

I wish David and the team well for the future, and look forward to a relaxed International Weekend next year.

Helen Newby

Concours Results 23rd June 2019

Place	Marks	Model	Reg. No.	Owner
1	491	C-V8 III	DR-22-56	Anton Raaymakers
2	462	FF II	PBF 184K	John Carrier
3	455	GT	KVJ 11P	Andrew Guy
4	452	SV8	OU 07 FKP	David Booth
5	445	Interceptor II	CEA 1J	Eddie Harrigan
6	442	541 R	YLR 636	Alistair Thomas
7	435	Interceptor II	JLF 113K	Stephen Duxbury
8	407	C-V8 III	LUK 343D	Richard Lyne
9	405	Interceptor II	VBC 328H	Karan Mangroo
10	392	Interceptor II	SNB 992J	Richard Gibson
11	378	Jensen-Healey II	OVL 589P	Neil Bennet

Major awards 2019

Award	Model	Owner	Reg. No.
Best 541	541 R	Alistair Thomas	YLR 636
Best C-V8	C-V8 III	Anton Raaymakers	DR-22-56
Best Interceptor	Interceptor II	Eddie Harrigan	CEA 1 J
Best FF	FF III	John Carrier	PBF 184 K
Best Jensen-Healey/GT	Jensen GT	Andrew Guy	KVJ 11 P
Wally Hall Shield (highest annual mileage)	Jensen-Healey I - 11,379 miles	Adam Fischer	TGU 120 L
541 Registrar's Choice	541 S	Alan Spriggs	ABM 37 A
Member's Choice	C-V8 III	Anton Raaymakers	DR-22-56
Chairman's Choice	C-V8 II	Ian Northeast	DLN 90 C
Strathcarron Cup	C-V8 III	Anton Raaymakers	DR-22-56

The JOC 2019 International

Mercure Grange Park Hotel Grange Park Lane, Willerby, East Riding of Yorkshire, Hull was the setting for the Jensen Owners' Club International Weekend 2019.

If you were alert, one could correctly say that the smell of Bull was in the air, but this was in fact the fresh manure from across a nearby field. Nevertheless, the beauty of the Yorkshire countryside welcomed many of us from afar and near and gave us the spectacular views over our 3-day weekend.

Each year the club representatives endeavour to find the right location that will be suitable for all our club members. This I am sure is never an easy task. I have no doubt that they worked hard to make this happen this year. This was my first attendance at the Club International event and also my first full year as your Regalia Secretary. I was pleased to see how well everything was organised.

The weekend consisted of the arrival committee on Friday and early Saturday Morning. The well-prepared Chris Cawthorn, Susan Bradsley and Stuart Allan were all present to hand out our welcome packs that consisted of detailed information of the weekend events, the drive out, meal tickets for those who booked meals with the Club for the weekend, Jensen mints and a Jensen pen.

Friday saw the gathering of old and new friends. The fabulous colours, sounds and array of cars that arrived and parked in the generous car park of the Grange Hotel was one not to miss. Although the hotel had

some building work in progress, it was a lovely setting with lots of spaces to socialise in without feeling cramped. We had a tower room with a wonderful view of the countryside. Although the room itself was a bit tired we could see why they were working on improving it.

After a few hours of chatting, unpacking and sampling gin and cocktails at the bar, it was time for our buffet dinner. Almost everyone I met commented on the odd array of food! It varied from shepherd's pie to couscous and vegetable curry, to Pavlova with fruits for dessert. I have to admit; I did wonder if the chef forgot we were coming and quickly put together an assortment. Anyway, our dinner and catering service on Saturday was much better.

Saturday consisted of the Club's Annual General Meeting (AGM) that started at the earlier time of 9:30 am followed by a well organised drive. Thanks to Sir Greg Knight for recommending the Waterwheel Tearoom & Bistro for lunch and organising the drive itself. There was an extended drive to Beverly before we returned to the hotel for pre-dinner drinks and then onto the dinner and dance at which Ian Northeast gave a fascinating account of his recent challenge.

At this year's AGM, many thanks were given to our long-serving members, we saw appointments of new committee members and recognition of those that serve and continue to serve the Club and members. David Wight was awarded the Thelma Smith Award for his continuous commitment, and our retiring long-standing General Secretary John Lane was nominated and appointed to be JOC President.



The fastest C-V8 ever – owned by the guest speaker at the International dinner, Ian Northeast



Healeys always make a colourful display



Mr and Mrs Andrew Tweddle doing some serious car preparation

Many of us then set off on the drive (organised by Sir Greg Knight) of the wonderful Yorkshire countryside and then met up at the Waterwheel Tearoom & Bistro for our pre-arranged lunch. Those who did not go on the drive either just relaxed, went shopping or just caught up with friends over a few drinks. Some informative details:

"The Waterwheel Tearoom & Bistro was designed and based on the 1950's tearooms by using reclaimed materials. The cast-iron roof and ornate Roman pillars which are in the house Orangery were rescued from the Roman Baths in Harrogate more than 30 years ago. The working water wheel which the tea room was named from, sits on an ancient moat that flows around the property and was shipped down to Yorkshire from Scotland 15 years ago."

Beverly historical market town. The town is known for Beverley Minster, Beverley Westwood, North Bar (a 15th-century gate) and Beverley Racecourse. Beverley Minster is the largest church of the Church of England and was founded in 700 AD, the current building was completed in 1400. It inspired the naming of the city of Beverly, Massachusetts, which in turn was the impetus for Beverly Hills, California. The town was originally known as Inderawuda and was founded around 700 AD by Saint John of Beverley during the time of the Anglian kingdom of Northumbria.

Our route back to the hotel was equally as beautiful as the route out. On return, we all met for a pre-dinner drink before dinner. Dinner was not a disappointment. We were served with a satisfying 3-course meal. Our Chairman Shaun Winfield thanked everyone for attending and helping to make it another successful year for the club. Ian Northeast then wowed us with his antics, his determination and his courage in putting his significantly modified Jensen to the test on the Salt Lakes. Ian talked of his new-found friends in the USA who all seemed like an

amusing and supportive bunch of people. Ian is planning a second trip on the Salt Lakes and I personal can't wait to see and hear of what he gets up to next. We saw his amazing car with its reinforcing bars and members tried getting into it on Sunday's Concours and Show 'n' Shine event.

The Concours and Show 'n' Shine event on Sunday were attended by members who were unable to attend for the full weekend but were happy and supportive to join the fun with the Concours, Evaluation/Benchmarking, and Show 'n' Shine activities organised by Helen Newby. This again was our first participation and it was good fun. We did not come 1st but we did not come last either! Anton Raaymakers however, stole the show and went home with a boot full of Trophies. The dedication and attention to details that some of our members have for their cars are just amazing.

In my view the entire weekend was thoroughly enjoyable, and we are very pleased we attended. On subjects discussed with committee members, I assure you we do take your options/views into consideration.

On behalf of the Club, Karan and I would like to extend our thanks and gratitude to Stuart and Gill Allan, Helen Newby and her family, Chris Cawthorn, Susan Bradsley and everyone involved in helping organise the Club International Weekend. I look forward to seeing old and new friends at next year's event.

Rajmattie Mangroo
JOC Regalia Secretary



The 541R of Alistair Thomas – winner of Best 541 award and 6th overall in the Concours



David Booth's S-V8 came 4th overall in the Concours



John Carrier's FFII came 2nd overall in the Concours, and also won the Best FF award



Retiring Hon Sec John Lane – was made the Honorary President of the JOC at the 2019 AGM



Anton Raaymaker with his C-V8 and the Strathcarron Cup



Adam Fischer's Healey Mk1 – winner of the Wally Hall Shield for travelling the most miles (11,379) in a year – and presented to him by Sir Greg Knight





Anton Raaymaker's superb C-V8 MkIII – winner of the International Concours, Best C-V8, Members' Choice and the Strathcarron Cup awards too! The car also has the reg no. GJF 17D when used in the 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 Interceptor

Alan Smith01380 726876
 Tony Davies01270 761444

Jensen FF

Dave Barnett 01708 456439
essex@joc.org.uk

Jensen C-V8

Chris Walton 0121 3547441

Jensen 541

David & Jane Turnage01206 273140
541reg@joc.org.uk
 Ron Smith01283 760535

Jensen-Healey

Martin Shirley02476 385535
martin.shirley@hotmail.co.uk



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541 Dunlop	F	£168
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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 £155

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

Dunlop cylinder tandem as fitted to CV-8 and Interceptor to 1968 reconditioned with stainless steel sleeve. £155

Girling replacement cylinder to replace the original Dunlop tandem cylinder £155

Interceptor MKI/II Girling 7/8" £155

Interceptor MKIII Girling 1" £155

Interceptor MKIII FAG £125

Healey sports Girling original £155

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

Master cylinder seal kits

CV-8/Interceptor MKI to 1968 £28

Interceptor MKII 7/8" £22

Interceptor MKIII Girling 1" £22

Healey sports £22

Caliper pistons

Prices shown per single piston

Interceptor MKII/III	small	F	£18
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Anno domini twenty-nineteen doesn't sound like much but, believe it or not, it actually is quite an extraordinary year. No thanks to what's going on, mind you, given Mr. Trump's continuous exploits, Boris' desperate attempts to obtain a Get Out Of Jail Free Card in the ongoing Euro-Monopoly game and the odd disaster and tragedy here and there. No, looking at it like that, one could easily come to the conclusion that 2019 sadly isn't any different from previous years. Except, it is.

So no, it's not what's happening here and now that makes MMXIX a really special time. It's the past. Because this year really is overflowing with reasons to, temporarily, contemplate, and celebrate, what's happened in times gone by. Actually, there have been so many events 50, 75, 100, and more, years ago that have shaped and still are shaping our lives today that I thought I'd share a small selection with you here from our more recent history.

A brief historic overview

Even though the dreadful skirmishes ended the year before, you, and I, have probably missed the fact that exactly a century ago WWI officially ended with the signing of the Treaty of Versailles, promising everlasting peace. But I'm sure no one has missed the fact that precisely 25 years later the largest military intervention ever, Operation Overlord, commenced, which did bring some 75 years of hard-fought peace to Europe. And surely everybody knows that 50 years ago, back in 1969, one Neil Armstrong took a giant leap for mankind onto the moon surface – or possibly towards the floor of the Disney Area 51 studios as some still stubbornly argue on the interweb. It was the same year, by the way, that the Beatles performed their last live gig on top of the Apple building in London, the mighty Boeing 747 and the magnificent Concorde took to the skies for the first time, the pioneering episode of Monty Python's Flying Circus was aired to the dismay of many, and a local music festival in the rural town of Woodstock sort of got out of hand big time. But hey, this is a magazine for classic car enthusiasts,

so let's not dwell on non-related issues for too long - commendable, nice or important these, and many other, moments in history might have been.

Nothing exciting, really

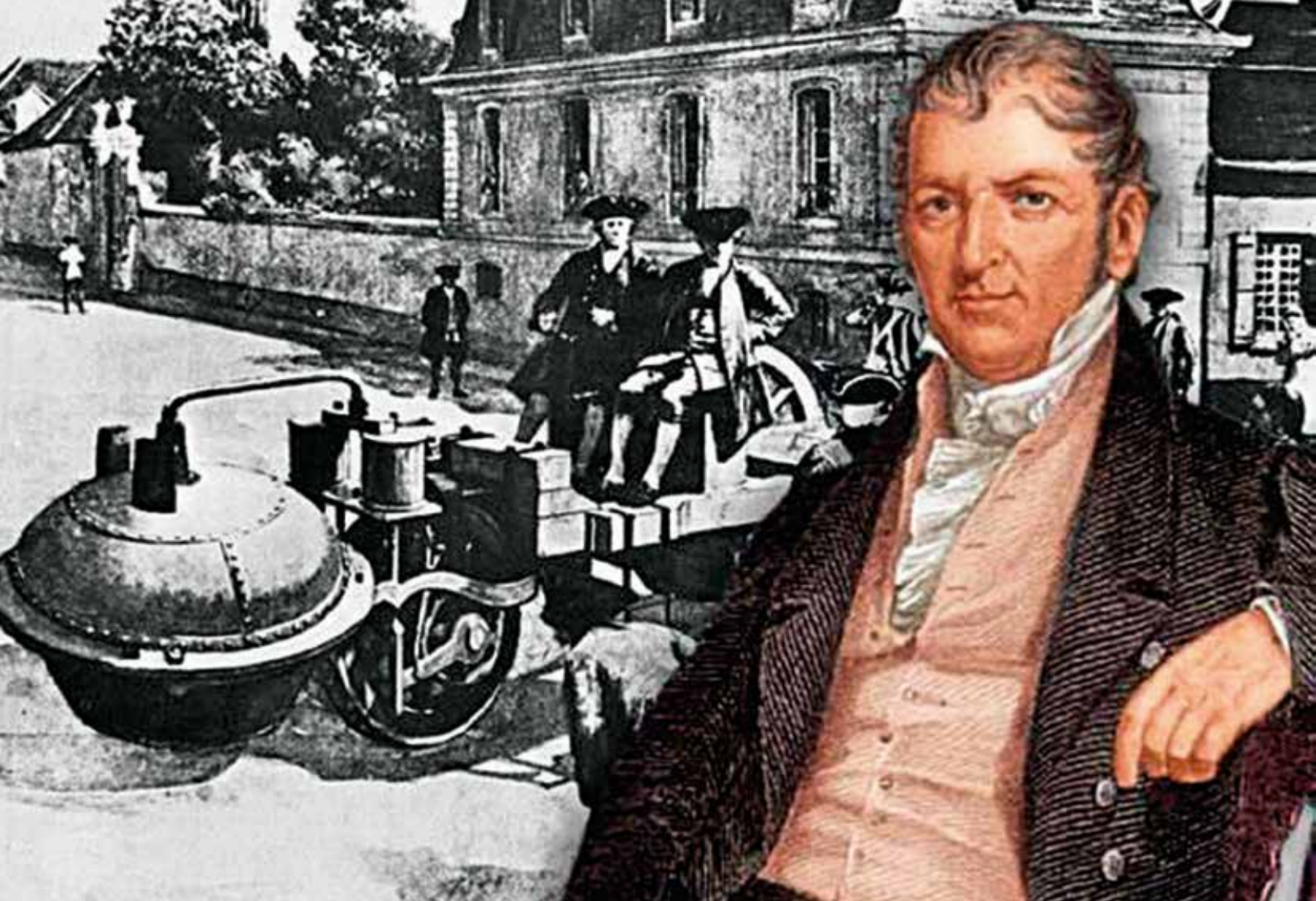
So let's move on to a few extraordinary historical automotive facts. Here too, there's quite a lot to celebrate during these 12 months we call 2019. First of all, one whole century ago companies such as Armstrong Siddeley, Alvis and Bentley were established. 1919 was also the year that André Citroen first opened his workshop, here in good old France. Even though no longer independent or owned by their founders, which would be quite remarkable after 100 years, at least the latter two names still survive to this day. Twenty-five years later, in 1944, the first civilian 4x4 took to the road for testing before mass production started (and yes the real first 4x4 powered by a petrol engine was the 1903 Spyker). This so-called Jeep CJ - based on the all-important WWII General Purpose vehicle - turned out to be a concept that, 75 years on, still is as up-to-date as it was then. And fifty years ago, in 1969? Well yes, a few interesting newbies hit the road then too: it was the year the Aston Martin V8, Datsun 240Z and a limited edition vehicle bearing the fairly unique brand name 'Chitty Chitty Bang Bang' were introduced to a crowd hungry for spectacular cars. Oh, I almost forgot the Austin Maxi in this line-up – sorry about that. Nah, nothing terribly exciting, I agree.

Death knell to British convertibles

But there are more nicely rounded-off dates in 2019 which can be called markers in the history of our beloved automobile. Ettore Bugatti, for instance, opened his Molsheim factory precisely 110 years ago and at this very moment Opel celebrates its 120th year in existence with special anniversary models – don't miss 'em, I'd say! Ferrari currently celebrates its 90th and Audi their 70th birthday. Lexus has now been on the market for 30 years and Mazda's death knell to the production of small British convertibles, their MX-5, has likewise been in



2019 - 90 years of Ferrari



Nicolas Cugnot and his Vardier à Vapeur

production for exactly 3 decennia. The year 2019 also marks 125 years of Mercedes-Benz' involvement in autosport. And the Monaco Grand Prix was held for the 90th time a few months ago – aptly won by a Mercedes driver. All very nice but, again, not especially spectacular.

Birth of the road-going vehicle

To me, a far more interesting automotive moment in time is the fact that precisely 250 years ago the very first self-propelled road-going vehicle in the world drove down the courtyard of its heroic inventor, the Frenchman Nicolas Joseph Cugnot. His 1769 *Vardier à Vapeur* was a rudimentary steam-propelled three-wheeled contraption which wouldn't even have been allowed near a modern-day MOT station, but it more or less worked. And thus the automobile we know today was born. Exactly 250 years ago! Have you seen or heard anything about this, for us petrolheads fairly important, fact in newspapers, on television or from any of our current manufacturers of self-propelled vehicles? I haven't. Weird.

Jensen's 85th

But the most important celebration this year, I think, harks back to 1934.

No, it's not because the prestigious, and my favourite, Maison de Champagne Taittinger celebrates its 85th name day.

And it might not have had deep impact on world affairs or be dreadfully important to outsiders, but to us, Jensenites, it is a major year to commemorate. Why? Well, it was in 1934 that, after restructuring the company, Alan and Richard Jensen were confident enough to take



WJ. Smith and Sons workshop



Jensen's 85th.....

down the original name plate on the W.J. Smith & Sons digs at Carters Green and nail their very own 'Jensen Motors' plaque onto the wall.

Thus it was almost 85 years ago to the day that the Jensen Motors name, on its own, was first used. Yes, they had built cars before, like the Jensen Specials (wasn't that somewhere around 1929, this year exactly 9 decennia ago?) and I know they constructed a few sports cars while still working under the W.J. Smith flag. And yes, they did work at a firm called Patrick Jensen Motors before, but it's not the same. The 1934 nameplate change immortalises the first time their name, and their name only, was proudly displayed on any premises, signifying their definite kick-off as independent car manufacturers. And we all know too well what's been the stunning result of their exploits, right?

Taittinger time!

Some old geezer once said that there's no use looking back because we can't live in the past so we better use the here and now to prepare for the future instead. I think that's a lot of blah-di-blah, Mr. Fusspot. Really. We may not be able to go back to the Good Old Days, but we most certainly can live with the past. And we do. Every time we hop into our Jensens. They're living history. They have been so for 85 years now. Which calls for a big fat celebration, I'd say. And nothing less than a magnum of Taittinger's finest will do for that Cheers!



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The premiere exhibition for JOC France at the premiere Historic Auto'Drome, a perfect marriage for a great weekend on sun and cars. The site was at a Hippodrome just outside the town of Nantes. Many clubs were represented with, of course, Citroen being the largest on their centenary. Jaguar, Triumph, Morgan and Mini were also well represented on this wonderful showground.

Thanks to our local Jensen owner Francois, we were able to secure a place at this great outdoor exhibition area. It was a week-end to party, (Francois being also responsible for the music), to enjoy the cars and for many to be very surprised and excited to see three Jensens when so many visitors had never even seen one before.

Our objective was to have three different Jensen models on our stand which just worked in the end. Our local SP was unfortunately not ready, (renovation continues), and the previously local C-V8 just moved house further south. However Francois's Interceptor MkII arrived on the Friday afternoon after a one year absence for body work, and looking great in a new metallic blue. Well done Fred (Atelier Classique) for getting her here 'just in time'. We had another Interceptor but this time a MkIII belonging to Bernard, himself unable to attend but we thanked him greatly for trusting us with his very well maintained car for the event. Think that he was relieved when he took it back home on Sunday night! Last but certainly not least was the Jensen Healey of

Nigel Lane, of RSR Classics, from not too far away in Brittany. A super looking and sounding car that attracted much attention in orange/red between the two blue Interceptors.

We had a great place at the Auto'Drome with some trees for shade in the plus 30°C conditions, and another first was the JOC Barnham shelter with the two JOC flags as well. It is fair to say that over the two days we were bombarded by questions as many visitors had never seen a Jensen before - so three was unbelievable - and many had never even heard of a Jensen Healey! The latter proved to be, dare I say, the ladies' favorite. Thanks to the team and a little beer we managed to reply sensibly, I believe, (at least for most of the time). On Sunday night the only question from the team was; when is the next exhibition?

The team; Francois Daubus, Fred & Sandrine Mary, Nigel & Hugo Lane, Tanguy Lauzin, Nigel & Fiona Pickford.

Thanks too to the JOC for paying for the stand and the barnham (Coleman) shelter, we had a great weekend flying the flag.

Nigel Pickford

Driving with the drop down...



Andrew Guy's Jensen GT won the best Healey/GT award at the 2019 International

This is my first report as the new Jensen-Healey and GT registrar. Firstly, a big thank you to Helen for all of her hard work as Jensen-Healey and GT registrar. I was voted in as the new Registrar at the AGM in June, and have taken over the duties since then.

I've been a member of the JOC since 1981 and have had 5 Jensen-Healeys and a GT over the years. Some will remember my write up following the unfortunate engine bay fire in my Healey that I've owned since 1991. The strip down is very nearly complete; as I write this all I have left to remove are the rear axle and the front suspension and engine. I intend to have the car body stripped of all remaining paint, phosphate dipped and then spray primed, at which point a couple of classic car body repair specialists will quote to return the shell to its former gleaming yellow paint. I'll do a more detailed write up of the restoration so far, hopefully for inclusion in the next magazine.

It was a good turnout of Jensen-Healeys and GTs at the International in June. Congratulations to Andrew Guy for winning the best Healey/GT with his lovely blue GT, a very worthwhile winner.

Since taking over the Registrar duties I've been busy completing quite a few agreed valuations for owners. If you don't have an agreed value insurance policy then in the event of a claim your car's value will be assessed on market value. This might be more than your agreed value if it hasn't been updated recently, but it's usually a lot less. Insurance

companies derive the vehicle market value for your car using their valuation tools and what similar cars sell for through auction, trade and private ads. If you disagree with their market value you'll need to prove vehicle condition prior to the claim which can be tricky and is certainly long winded. So, my advice is - get an agreed valuation and keep it up to date. I write from experience!

I recently went to view a Jensen-Healey that was being sold at Auction. It had come from a private collection, was described as being in very original condition and had a guide price of £12000 to £15000. I was rather glad I saw it and that I didn't go by the description and guide price as an indication of its condition.....it did sell, but only for a little over £4000 plus auction expenses; a fair price for a car in its condition.

I try and check the details of cars that come up for sale and it surprises me just how many have never been owned by members of the JOC. I wonder how many Jensen-Healeys and GTs are actually out there hidden away in garages?

And finally, if you have a Jensen-Healey or GT you want to sell please let me know. I do know several people interested in buying.

Rob Heydon
Jensen-Healey and GT Registrar

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Letters to the Editor

Dear Paul.

This is a shot of the Service Department that we had built facing into Kelvin Way. The figure outside in his white foreman's coat is Stan Miller, Repair Shop Superintendent, who worked for me until he retired. He was Richard Jensen's co-driver in the Monte Carlo Rally in the late forties. The building was completed in 1965-6.

David (Millard)



Richard Calver writes:-

Regarding this Convertible on page 39 of the last magazine, this is an S4 as you can see from the badge. The plate is 889 JW, a factory dealer plate. The chassis is 2004. I didn't know it went to Jersey but it did move around a bit. I last knew of it for sale with John Brown in 2006.



Some ladies in Jersey at the delivery of the first Interceptor convertible to the island

THE 2019 GREAT NORTH CLASSIC CAR SHOW

Dear Paul,

I had the opportunity to attend this show yesterday July 6th located at the Aston Workshop, Red Row, Beamish, Co. Durham. Even though my trusty Jensen FF has been inactive for the last few years (I was a regular attendee years ago to the JOC International but other issues etc kept us away) I made the effort and boy was it worth it!



The FF MkII of Martyn Douglass

There were hundreds of cars ranging from an original AC Cobra, Bentleys, Astons and Jaguars to Ford Fiestas, with separate classes for Jaguars and Morgans, pre and post-war cars.

The organisation even had buggies to take guests up the incline to the Aston Workshop where the auction was held. Their workshops are a credit, clean and organised. I never realised that the cars were

being judged; there was so much interest in my Jensen there was hardly time to see all the other cars and we seemed to spend most of our time explaining about the Jensen cars. It was later that I realised some people were taking notes etc. There was even a professional photographer around the car taking photos from all angles. Great for our cars as any interest is welcome.

Around 2.30pm I was asked to arrive at the main marquee for 3pm. So I did. Then it became obvious that some sort of presentation was in progress. The master of ceremonies gave his opening speech and then made the presentations through the various groups. Then it came to the post-war cars and to my shock and excitement I was asked to come up and receive the first place prize - they did announce the third and second beforehand.

I received the first prize of a steering wheel and gift bag. Then it came to the car of the show, the judge gave his and the other judges reasons and criteria for the best in show.

"Can the owner of the Jensen FF come and receive the Best Car in Show award?" I could not initially believe it was me! I was actually shaking when I took the trophy. To be above all those other beautiful cars was humbling.....

Congratulations must go to all the organisers, workshop staff, sponsors for making it such a great day. Do not miss it next year!



Martyn with his FF MkII and his prizes from the Great North Classic Car Show

Martyn Douglass
4698



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

The vigilant among you will have noted that there was no *Membership Matters* in the last edition, this was done as a trial to see if there was anyone who actually cared and it seems you don't, no joking apart I would like to cut the number of membership reports to four per year, and leave space in the magazine during the busy summer season for more interesting reports.

It was great to see a lot of you at the International including a lot of old friends from Europe; all thanks to Stuart Allan for the weekend and Sir Greg Knight for the brilliant run out on Saturday after the AGM. There is a feature in this magazine about the international, so I won't bleat on about it, but if you have never been, you must give it a go one year it really is an enjoyable weekend with some incredible cars and wonderful fellow members and beer.....

The membership numbers are currently very similar to last year's figure, in that we now have approx. 1370 members, and I would predict that should rise to 1430/40 by the end of the year - which is excellent news because a lot of other single make car clubs are struggling with falling membership numbers. One big difference is that the percentage of our overseas members has now increased to almost 28%, now this could be because we still have some very late UK payments outstanding, but it will be interesting to see the final figure come January.

Work on the Old Lass continues, although at a slower pace: rear axle and gearbox have been stripped and rebuilt with new seals, as has the steering box. All the suspension and steering components have



The Old Lass – Darren's full restoration of an Early Interceptor

been stripped, plated or powder coated, or replaced with new and trial fitted. Work continues on rebuilding the back end inner body in aluminium, and we are very close to getting her back on her wheels, just a big strip down of the trial fitting parts and a final painting of the chassis in satin black.

New and re-joining members since my last report:-

10881	S Fry	Gloucester	JH2
10883	K Wheatley	Essex	
10885	I Forrest	Devon	JH1
10887	J Hughes	Warwickshire	Int2
10888	P Hanger	Dorset	S-V8
10891	J Pavey	Southampton	Int3
10895	B Anderson	Sheffield	Int2
10896	D Wardle	Merseyside	
10897	M Morley	Essex	Int1
10898	D Braimoh	Surrey	
10899	R Mousley	Warwickshire	Int Conv
10900	A Carty	West Midlands	Int3
10901	P Boarer	Kent	Int3
10902	T Nawoj	Manchester	Int3
10903	D Searle	Knutsford	Int3
10904	M Lubbok	Norfolk	JH2
10905	J Layton	Castleford	Int1
10906	S Dalton	Wolverhampton	Int3
10907	R Nolan	Texas USA	Int3
10908	S Stewart	Eastbourne	
10909	D McKeown	Co Kerry Ireland	Int1
10910	C Bagshaw	Wolverhampton	
10911	I Mills	Buckinghamshire	JH2
10912	K Legrand	East Sussex	Int3
10913	P Ford	Barwick	
10914	T Van Bokkem	Thetford	Int3
10915	M Kjeldgaard	Denmark	Int3
10916	M Burke	Marlborough	
10917	D Creane	Isle of Man	Int3
*3476	P Hester	Devon	C-V8 3
10918	D Infante	New Jersey USA	Int3
10919	D Thomas	Australia	Int3
10920	R Chapman	Bath	
10921	K Milbery	Surrey	
10922	P Mayo	Mansfield	Int3
10923	L Watts	Banbury	

*Donates a returning member after a lapsed period.

As always, the JOC extends a warm welcome to all new and returning members

Darren Barnes

Membership Secretary

Email: join@joc.org.uk Tel: 07973 961640

New Members

Hi Darren,

Thank you for your email.

Please find picture attached taken a few hours ago in Maine USA where after some TLC and installation of Aircon my 1973 Jensen Interceptor was just about to be loaded on a Transporter to go to Riverside California to take part in The Great Race 2,200 miles up to Tacoma, Washington.

Data: I bought it in California 4 years ago and it has been a complete bitch. Engine had wrong crankshaft and had to be rebuilt, transmission was shot, tank was rusted out, suspension springs bust, brakes useless and wiring a complete dog's breakfast. It did complete the 2018 race up to Buffalo to Halifax Nova Scotia, and in 2017 Florida to Traverse City Michigan. We are British living in England, but keep the Jensen in the USA. I

drive in the great race and Hazel my wife is navigator.

Joined JOC because in Halifax Nova Scotia, Ray Whitley introduced himself and asked if we needed anything? We did, and parts were delivered to our hotel – Brilliant!

The route for the 2019 great Race is attached... We are one of two British cars in the Race, the other being a 1930 Riley. Would love to meet any Jensen owners at the arrival parades we have each day of the race.

My car: - 1973 Jensen Interceptor III, VIN number 1408934, Blue – Not original paint.

Tom Nawojczyk



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START: Mission Inn Ave, Riverside, CA - 9 a.m. to 1 p.m.
LUNCH: California Route 66 Museum, Victorville, CA - noon
OVERNIGHT: The Beebeevad, Lancaster, CA - 4:30 p.m.
SUNDAY, JUNE 23
LUNCH: Bishop City Park, Bishop, CA - noon
OVERNIGHT: Lange Park, Gardnerville, NV - 5:30 p.m.
MONDAY, JUNE 24
LUNCH: Mill Street, Grass Valley, CA - 11:45 a.m.
PIT STOP: State Theater, Myers Street, Oroville, CA - 2:30 p.m.
OVERNIGHT: City Plaza, Downtown Chico, CA - 5 p.m.
TUESDAY, JUNE 25
LUNCH: Recreation Grove Park, Willets, CA - 12:15 p.m.
OVERNIGHT: 2nd Street, Old Town, Eureka, CA - 5:15 p.m.
WEDNESDAY, JUNE 26
LUNCH: Curry County Fairgrounds, Gold Beach, OR - noon
OVERNIGHT: Southwest G Street, Grants Pass, OR - 5 p.m.
THURSDAY, JUNE 27
LUNCH: Pan Village, Crater Lake, OR - noon
OVERNIGHT: Towne Theater, Wall Street, Bend, OR - 5 p.m.
FRIDAY, JUNE 28
LUNCH: Aeroplane & Auto Museum, Hood River, OR - noon
OVERNIGHT: WAAAM West Vancouver, WA - 5 p.m.
SATURDAY, JUNE 29
PIT STOP: Maritime Museum, Astoria, OR - 10 a.m.
LUNCH: Commerce Avenue, Longview, WA - noon
OVERNIGHT: LeMay Family Collection, Spanaway, WA - 5:15 p.m.
SUNDAY, JUNE 30
FINISH: LeMay - America's Car Museum, Tacoma, WA - 1:30 p.m.

Hi Darren

I can indeed send you my details my car is: Model: 1971 Jensen Interceptor MKIII / 'G Series' with 383 engine, Reg: VRV 526K Chassis number: 128/4293, Colour: Reef Blue. I haven't taken many photos of the car yet as she is in my garage being worked on by myself. Nor do I have a photo of myself in the car, I can take some when I have the chance. The interceptor is one of the three cars I have always wanted, that and an Alfa Romeo Montreal which I still own, and a Lotus Esprit (which I have previously had).

I purchased the car at the beginning of June off a Jensen Interceptor enthusiast. The car has been dry stored since 2009 (10 years) and doesn't appeared to have been run since then either. Condition isn't too bad, bit of body bubbling, superficial



rust in the arches, and end of sills. Interior is rather smelly (with it being sealed off for 10 years) and the leather has almost turned to biscuit, but should be salvageable. Mechanically the engine hasn't been used for 10 years, the same for the brakes, gearbox etc. Gearbox has lost all its oil, engine turns and has good compression, however I have not started her up yet.

Overall she just needs mild restoration and recommissioning with any luck. I normally try and do all the jobs myself, I restored my Alfa Romeo Montreal over two years. I am aiming to have the Jensen running in the next few weeks, fingers crossed!

Peter Boarer



Hi Darren,

Thank you for the welcome to the JOC.

Some details for the car:-

1973 MkIII, Brienz Blue with cream interior. It's an Irish car reg 7733 ZI, Chassis number 136/8415. Car is currently under restoration and should be on the road in September all being well. I have attached a few before and current resto pics.

Sean Dalton



Hi Darren,

I need to share a great story. I promised my wife I would "thin the herd" so I committed to sell my 1975 Jensen Interceptor Convertible at the Gooding and Company Auction in Scottsdale, Arizona.

During the auction I was standing by my car when a gentleman came up and started asking questions. I began to wax on about Jensens and my car in particular when he said his mother bought one new, and it has been sitting in his hangar at the Scottsdale Airport since 1999. We had a pleasant conversation and he gave me his name and number and said I should come look at it. My car sold for a very good price and my wife was happy.

About a week later I thought I should at least go look at the Jensen at the airport. I phoned the owner and asked if I could come see it. He warned me it wasn't as nice as my car. I arrived at

his hangar and found the car up on a lift. Since it was an Arizona car the underside was amazingly clean and not a speck of rust. When he lowered it down it was like a time capsule. The top was down and her personal items were still in the car.

Royal blue, original blue leather, original cream top, and only 26,000 miles. She bought the car new and traded in a 1972 Interceptor 133/5673 and an airplane.....

I had no interest in buying another car, but after seeing the car and all the original documentation that was with it, I was hooked.

Proud to have 2311/1246 back on the road.

Patrick Lind
JOC #10295



Patrick Lund's replacement Interceptor convertible



The beautiful blue leather interior



The original bill of sale

Hi Darren,

Thanks very much for arranging the JOC member's card and magazines received earlier this week. Much appreciated. They certainly look very high quality and very interesting reading. As requested, please find enclosed a couple pictures taken recently of our Interceptor SIII. Details as follows:

1975 Jensen Interceptor SIII 7.2 Litre, Reg: OEA 794P, Metallic Quartz Blue, Chassis No: 22401811, Mileage showing: 47,500 miles approx. with paperwork to back up mileage.

Car purchased at the April 2018 CCA auctions held at Birmingham NEC Practical Classics Show. Previous owner purchased the car in early 1990's – restored it and then hardly used it. Recommissioned for him by Jensen Specialists Appleyards, comprehensive service history.

I've look through the magazine for a Birmingham & West Midlands area representative - but could not identify anyone from your lists to cover this area.

Who would be the best port of call? Would you also be able to help as to where and when local (West Midlands) monthly meets might be held – if any? Alternatively – as the car spends much of its time in storage in the East Midlands – I suppose Richard Clews* would be best contact for Lincs/ Notts area. I will contact him too.

Tony Carty

**Editor's note – Richard Clews is no longer the Lincs/Notts area rep – new rep to be appointed shortly.*



Hi Darren,

As promised – some info on the newbie to the club. I bought JOP 686 P from Keith Parfitt a few weeks ago. I've always liked the idea of owning a JH and now, in my third childhood, I've finally got around to it.

The car is unusual in that it was built in '73 to an American spec but not registered until '75. It still shows some US quirks like having the oil catch can vent into the engine bay and having the clock next to the passenger door. Although in very decent condition for the year, it is a long way short of concours and could be described as a usable classic.

Unbelievably the car has just tripped over the 11,000 mile mark, having been in storage for years and then part of a collection where it did very few miles per year. I am the fourth owner.

The car was changed to RHD by Peter Skelton in Sheerwater, Canterbury. Keith had already fitted Spax adjustable shocks, and had undertaken a major service including new brake pipes and tuning of the twin Stromberg carburetors, so I do not have a lot to do. I'm aiming to replace the outer door window seals (currently on their way from Canada) and to re-veneer all of the woodwork.

I like the car with the notable exception of the gearbox. With the Getrag 5 speed being like hen's teeth and having spare availability issues, and with the Toyota conversion being outside of budget, I'm looking at the Laycock J type overdrive option. However, being a long way from a competent mechanic. I'm hoping to find someone that can talk me through the process.

Ian Mills



Ian Mills' American spec Jensen Healey

General Secretary

Chris Reed – the new General Secretary

Chris has been a car enthusiast since a very young age, and has maintained that interest to this day, especially for post-war British cars of all makes and models.

His first car was a 1964 Hillman Super Minx, which was followed by a wide variety of cars that today would be regarded as classics: two 1962 Vauxhall Crestas, Singer Vogue, Mk2 Ford Cortina GT, Vauxhall Victor, Vauxhall VX4/90, Vauxhall VX4/90 (last of the line 5-speed

model), Rover 2000, Rover 3500 and then in the mid-1980s bought a Triumph Stag that he still owns. Chris has been a member of the JOC for over 25 years since he bought his first Interceptor, and over the last 10 years or so with his current MkII has been involved with many club activities, and enjoys driving his Interceptor as much as possible.

Chris was the joint organiser of the 2016 Turin adventure which celebrated the 50th anniversary of the Interceptor and FF from 1966.



Chris' Interceptor on the Turin Trip

London West

West Wycombe 2019

On the way to our meeting place Mick Liston in his Interceptor MkIII pulled on to the Handy Cross roundabout behind us, and we travelled in convoy for the rest of the way.

We parked up in the garden centre and were soon joined by the rest of our group - even Chris was early. We then all rolled down the hill



into West Wycombe house and as we were nearly the first to arrive, we picked our spot by the lake.

When the fete opened around 11am we headed off for tea & cake, as there were no bacon rolls to be found. The stalls were all thoroughly searched and we returned to the cars. There were some impressive cars on display in the garden including our Jensens. We had a Jensen Healey, a Jensen 541 belonging to Phil (new to our group this year), 3 Interceptors and 1 SP.

A relaxing afternoon was spent in the grounds and around the lake. No one ventured up to the Dashwood family Mausoleum and church, as it was a bit warm for hill climbing this year.

Thanks to Brian, Joan, Bill, Wendy, Mick, Chris, Viv and Phil for making it such a good day out.

Dave Devine

South Downs

Annual Picnic at Kithurst Hill 2019

After rain and cloud, the sun came out on the South Downs in early July for another warm picnic, with blue skies everywhere!

Having spotted a lovely metallic blue 541 passing our driveway, Chris and I left our house rapidly, and were soon rumbling up the hill to our usual car park on Kithurst Hill, at the top of the South Downs near Storrington, to find David and Ilsa Wilmhurst waiting for us at 4.00pm.



Having selected and bagged the best spot, on a pleasant grassy area away from the main parking with views out to the sea at Arundel, we stood chatting for a while, soaking up the song of the yellowhammers, singing their hearts out.

A rumble of a different order soon reached our ears with Andy and Gill in their Santana. To deter general parking, we all set up our tables and chairs, and awaited any other arrivals.

With his Interceptor in dock for some bodywork repairs, Alex and Sam joined us in their trusty Mondeo, and a lovely summer's evening was enjoyed by all. Some regulars had been unable to make it, so what we lacked in quantity, we gained in quality and relaxation!

Conversation spanned the Jensen world, technical matters, and houses and gardens, the birds around us, and in particular David's travels across Europe, home renovations, and putting the world to rights. By 6.45pm a coolness became apparent, some had to return home, while Sam and Alex, and Gill and Andy adjourned to the comfort of chez Chris and David for coffee. All in all, another very successful local event, and one that continues to be a permanent fixture to our annual calendar.

David Wright

South Downs

Jensens across Southern England...

What a great example of the Friendly Club!

Southern, Thames Valley and South Downs Areas had been discussing ways of meeting up during the sunny part of the year, and such was the resolve of both Edward Brown and David Wright that 10 hardy souls from all three Areas, including new member Mike, met up at the Links Tavern, Liphook, on Tuesday 11th June, having travelled through torrential rain to achieve the feat!

Notwithstanding Sussex and Hampshire's finest wetness, 3 Interceptors of Mk I II and III, thanks to Edward, Derek and Chris R., plus David's C-V8 Mk III and Neil's Healey, were all available for inspection in the spacious car park.

Approaches to dining or not at Area meets, technical matters, advice on buying an Interceptor to Mike, travel and raising children were all subjects under lively discussion, and not a word of Brexit! The pub



staff were first class in their attentiveness despite short notice of our booking, and we all treated the apprentice chef to a Masterchef summons and round of applause, as he was in control of the kitchen, and produced excellent food.

New friendships further cemented, plans for future meets shared, so thanks to Amanda and Edward, Alan and Beverley, Chris and David, Chris R., Derek, Andy and Mike for their commitment for together creating great craic, enjoyed by all.



Edward Brown and David Wright



For more information
about advertising in the

**Jensen Owners' Club
magazine**

please contact ads@joc.org.uk

Diary 2019

Fri 6th - Sun 8th September

**JOC at Hampton Court
Concours D'Elegance.**

For more details contact
David Wright
T 01903 746101
E southdowns@joc.org.uk

Fri 8 Nov – Sun 10 November

**JOC at the NEC Classic Motor
Show 2019**

Contact Shaun Winfield
T 07969 129382
E Chairman@joc.org.uk

Fri 20th – Sun 22nd September

**JOC Tour of South Devon
& Dartmoor.**

Contact John Pym
T 07831 777665
E southwest@joc.org.uk

Sat 7 December

**"Marco Polo" JOC Christmas
event on board at Avonmouth
Bristol for 1 night**

Contact Clive Bishop for
more details
E wessex@joc.org.uk
T 07891 049169

(For the latest updates please also visit:
<https://www.joc.org.uk/events/diary>)

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INTERCEPTOR

1968 Interceptor Mkl. Sapphire Blue VIN No. 115/2885, purchased by me in Dec 2007. Only 4 previous owners. The previous owner owned it for 18 years, renovating car for the last 8 years of ownership. Detailed photos of renovation work carried out and parts purchased. MOT to Dec 2019, with no advisories. Mileage 61945. Bodywork 95% good, excellent chrome and excellent light blue interior. Body solid underneath, car undersealed every year in my ownership. Replaced 8-track with modern system, still have 8-track player but not working, ring for further details. Offers should be in the region of £39,995. Price Reduced. Dennis Smith 01642 311497 mob 07964 901721.



Jensen Interceptor MkIII Series J 440 cu/in for sale. Due to a change in circumstances my beloved 1973 Interceptor is up for sale. In exceptional condition it has recorded 87k miles, MOT until April 2020 despite being exempt due to Historical Vehicle status, extensive history file including original build and sign off sheets, all original beige interior, new switchable Mitsubishi fans, working air conditioning, silver paint with navy blue vinyl roof, factory recommended 'Econocruise' cruise control, Toad 'Ten' alarm immobiliser, Electro-Chromatic dipping interior mirror, Jaguar electric & heated mirrors, Panasonic sound system with Alpine speakers and tweeters, top tinted windscreen,



Jaguar vanity mirrors with leather upholstered sun visors, American walnut centre dash, Lucas 'square eight' front foglights, Moto Lita

steering wheel, Hella rechargeable two colour safety lamp, boot mounted warning triangle, factory tool roll and wheel change lift, fire extinguisher. Fully undersealed, high pressure cavity injected wax protection. Very good oil pressure on idle, a sweet engine. Great driving car, great paint and a great example of the marque. Contact me for pictures, details, viewing etc. Ian King - 074770 39668 ian@kingracing.com

C-V8



Jensen CV8 MK II, 1964, 5.9 litre, Chassis No. 104/2114. In my ownership for the last 36 years. Not used for several years now. Has had new sills and extensive repairs to the boot and floor areas. Always kept in a dry garage. Car runs but has a noisy tappet which needs sorting before driving any distance. Some interior re-trimming has been done but needs finishing. Basically requires some light restoration to get it back to prime condition. History – originally had number plate NM 8 and was the demonstrator for Newbury Motors of Halesowen near Birmingham back in 1964. Offers in the region of £18,000 For more information contact John – 07909 641216 – curtis881@btinternet.com

HEALEY



Up for sale is a 1974 Jensen Healey steel bumper 4 speed car. This car belonged to a long-time client and he could no longer keep the vehicle as he moved and it would sit outside. I have taken care of a long list of deferred maintenance which includes rebuilding of front and rear suspension using super-pro bushings, new shocks and



road springs, as well as the rebuilding of the differential. All electrical issues have been sorted and a new interior has been fitted along with uprated wheels and fitment of Dellorto 45mm carbs. The timing belt and tensioner are done along with coolant and oil change and the car is fitted with a Pertonix ignition kit. Price is 12,000.00 USD or reasonable offers will be considered. Please contact Kevin at kevinm1@roadrunner.com or mobile phone 805 797-0793 if you should have any questions.



PARTS FOR SALE

Interceptor Parts in the United States – K&D Jensen provides a wide selection of quality new and used Interceptor parts with worldwide shipping daily. We are also home to our unique air conditioning, alternator, blower switch, and brake master cylinder upgrade kits. Read all about it on our updated website at www.interceptor.org. Now with parts diagrams to help you find the part you need and to figure out where in the hell it goes. Visit our website or give us a call 425 788-0507 (Eastern Time in the U.S.). We look forward to hearing from you.

FF MkII parts – Both front caliper assemblies (CT 3590/91) inc pads all in good condition £125 pair. Disc brakes (27247 x 2) £25 each. Original alternator CT 4646 (E series engine) £50. New AC Delco alternator # 11176 70A never used £35. Chrome angled badge bar for FF fair condition £25. All plus carriage. Paul Strange JOC Editor.

Jensen S-V8 Badge. Unused as new condition £10 Contact Andy Barnes andy.barnes07@btinternet.com



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