

Jensen

Issue 260 July – August 2018





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Welcome to our latest magazine. As I write this the International is still in the offing, so let's hope (when you read this) that it's been a successful one.

I occasionally read the JOC Forum (yes we all have our faults!) but I was struck by something that Duncan "Cannonball" Watts had said, about the future of Jensens requiring fresh blood. I think he has a fair point – some of our JOC Areas are all but comatose, yet others (especially the Southern Area – see inside this magazine) shine out as a banner of new enthusiasm. Happily, in yet other Areas, the same stalwarts keep going on and keep the flag flying. But, oh how we do indeed need to attract more people; and hopefully younger ones at that too, otherwise we will indeed eventually die out!

My FF is now back from CH Autos, and it looks very smart too – thank you Colin. I now need to get the underside rustproofed yet again, and I must also clean up and lubricate the rear leaf springs; I've put both these messy jobs off for long enough.....

By way of an easy start, I've also been busy carrying out all those small jobs that needed doing, but somehow kept getting put off for

all sorts of reasons. Very recently I've fitted LEDS (from Classic Car LEDS, a regular advertiser in this magazine), to the front sidelights and rear brake/back lights. They've made a tremendous difference to the light intensity, and I now feel a lot safer as a result. Best of all though, unless they're switched on you cannot tell that they're fitted, so originality is not really being infringed.

I'm still chasing more information from the winners of the NEC National Classic Car Clubs awards evening, and hopefully will be able to publish some details in the next magazine.

I also hope to publish a new *Torque magazine* this autumn (complete with an updated Good Garage Guide), so please let me have your entries and articles in due course.

Finally, I'd like to give a big Thank You to Steve Salway, our Advertising Manager, who has decided to give up the role – he will be sorely missed. He's done an excellent job in supporting me, and getting (and keeping) all our Adverts in order. Meantime Stuart Turner has very kindly volunteered to cover that role until we can find a replacement – so let me know if you're interested!

Paul



My FF - nearly ready for the International

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

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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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Cover image: Kevin Fogary's Interceptor nears completion in Spain; Full details coming soon – this is a full nuts and bolts restoration!



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A view from the bridge



I write this edition of a View from the Bridge having looked over the last year as Chairman of the many-headed beast that is the Jensen Owners' Club. Has it been a good year? Has the Club achieved anything? Have we gone forward? Have we gone backward? Are we up to date with the ever changing world of Classic Cars?

I don't know the answers but look to the one area that could answer my questions. Yes, you, the membership! So, I challenge you, as having written in the last magazine about the "hard core" and new members coming forward, I received only one response. Thanks Ed all the way from New York. So perhaps I see demons where there are no demons but I doubt it..... It is easy to formulate opinions about how things should be improved, but a darned sight harder to put those ideas into action.

I feel we face a changing point in the classic car world, with numerous issues such as oncoming legislation regarding emissions, changing MOT rules, and not to mention the potential demise of our traditional Concours competition.

By the time you read this, the AGM will have been held and no doubt much will have been discussed. Not knowing as I write this what may have happened to Concours, but the clear overwhelming response at the Open Day as to whether we continue it was that it has run its course in its present format. The "Show'n'Shine" concept appears to have support and no doubt the next issue of our magazine will have further news.

Now, Regalia. May have some positive news on this but at the moment it's a case of watch this space.

Returning to the Open Day. A success? I believe so and a venue I would not mind going back to. The input from David Millard, Harry Webb and Peter Thompson was brilliant. I, for one, could have listened to their stories all afternoon. It was all recorded and a video record should be available soon. A taster is on the Forum in the Events section. As for the cars, well, I have never seen so many S-V8's together at any one time with almost a full house of post-war Jensens in attendance. A fuller report is in this magazine.

Other things..... New MOT rules have come in to play. Whilst I feel the full implications of these new rules have yet to be seen (and much has been written in many different places), I am not going to add my two-penny worth except to say that I personally intend continuing with having an MOT on my car in the future. A fresh pair of eyes and all that. It's your own choice but, as you will have read endlessly, it is the registered keeper's duty to keep the vehicle roadworthy.



The Chairman in orange (Network Rail)

The car show season is by now in full swing with Jensens out and about around both this country and "over the pond." Just hope write ups of the events get to the Editor in due course. (*Yes please! – Editor*). Lots of good stuff being posted on the Forum and social media with a lot of likes etc. Keep up the good work.

I attended the first meeting of the re-vamped Southern area the other week in a beautiful little village in Hampshire. Lots of enthusiasm and brilliant technical documentation produced for those attending. Keep it up Phil and Ed. Your programme going forward looks impressive.

You have only to look at the Events list on the Forum or in this magazine, to see that there is an extensive selection of events that you could attend, if you should wish. As you all know, no matter where we go, Jensens always draw a crowd. Comments like "So and so used to have one who lived across the road" are very common as you all will have heard on many occasions.

Well, that's probably it from me now, as a lot of things I cannot comment on at the time of writing as they haven't happened yet. But rest assured, I will give my take on things in due course!

Shaun



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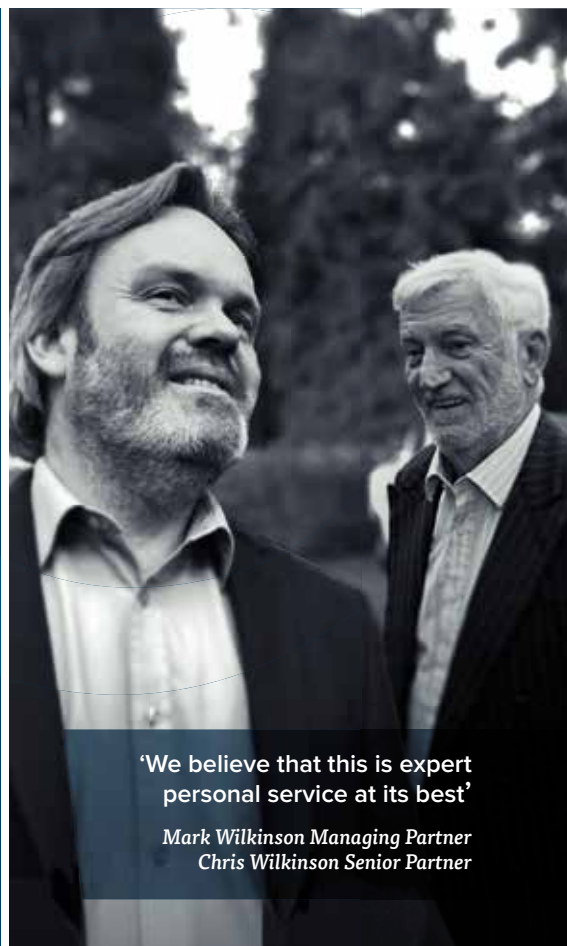
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RAF Cosford Air Museum 15th April 2018



JOC members' cars at RAF Cosford Air Museum – photo courtesy of Ruth Dann

On a cool but dry Sunday morning 29 Jensens and many more club members (and a few interested non-members) turned up for the latest JOC Open Day. Shaun had arrived early to set up outside and in the meeting room (thank you, Shaun!).

After greeting friends, looking at the cars and downing a few cups of coffee we sat down for the first formal part of the day – an hour long discussion session to allow members to raise any issues, and for club officials to get feedback on some future initiatives. Shaun kick-started proceedings by asking 'What makes a successful Area?' Wendy Froome put their area's success down to the women organising things! There may well be more to that than meets the eye..... Other suggestions were made but it would appear that the most important requirements are enthusiasm, willingness and support.

The discussion then moved on to social media. Colin Mayes suggested that a Social Media Secretary to sit on the committee is needed, with some support from members for the suggestion, although others felt that the present arrangement is working quite well. (*Management and*

control of any social media activities undertaken under the auspices of the JOC is a very important issue – Editor). I raised the issue of the new Data Protection Regulations and their ramifications, particularly how they might affect our electronic communication with members. The Club will need to publish a privacy policy and obtain consent from members to continue to contact them by e-mail and telephone whenever necessary.

Moving on, Shaun then asked if anyone would be upset if there were no Concours at an International Weekend as, so far, we had only received five entries for the Concours this year. No hands were raised! It seems that Concours has had its day, and this year's will probably be the last formal Concours for the foreseeable future. It is suggested that the "show & shine" that was introduced last year should continue. It was decided to discuss this matter again at the AGM. The session concluded with a short discussion on financial support for shows. There wasn't any clear guidance from the floor except that 'promoting the marque' should be used as a guide to which shows deserved JOC support.



A rare site indeed – four S-V8s parked together – photo courtesy of Ruth Dann



Alan Spriggs's 541S pictured at the Open Day – photo courtesy of Ruth Dann

The lunch break heralded the start of the rain showers outside, but the sight of four S-V8s parked side by side made the rain bearable. It would have been five if only Chris Watts' car had not had a flat battery.

The highlight of the day started after lunch, a Q & A session with three of Jensen Motors' management team from the '60s and '70s. David Millard (Service & Sales Director); Peter Thompson (Deputy Chief Quality Engineer) and Harry Webb (Management Accountant) seemed to enjoy themselves as much as we did, recounting stories from 'the old days' and remembering other members of the management team and their antics.

They agreed that the main cause of the company's failure was the oil crisis and its effect on sales, but the early unreliability of the Jensen

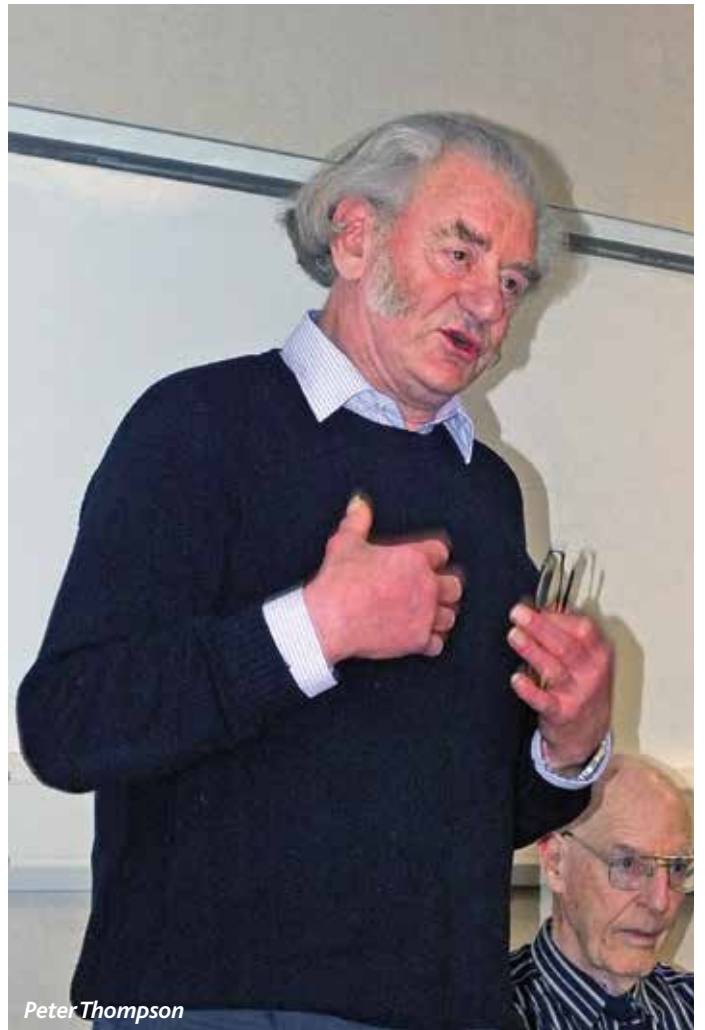
Healey and the crippling engine warranty 'deal' (no deal!) certainly did not help. Chris Read asked 'What was the profit margin on the cars?' Apparently the Interceptor was profitable (less profit in the American cars) but there was no profit in the Jensen Healey – the decision to launch the car with a price tag of less than £2,000 was not helpful. David Millard rounded off the session by telling a story concerning a Mencap Annual Ball at the Grosvenor Hotel in London. Jensen used to sponsor the Mencap Charity and at this particular event they had donated an Interceptor for the Raffle prize..... (Now there's an idea for the International Weekend!) As you might imagine, it was a well-heeled crowd at the Ball, including Harry Hyams and his wife, Kay. Harry was a famous property developer at the time. Mrs. Hyams was the lucky winner of the Interceptor (what do they say – money always goes to money?) but she already owned an Interceptor so she immediately offered her old one as a prize!



David Millard, Peter Thompson and Harry Webb



David Millard



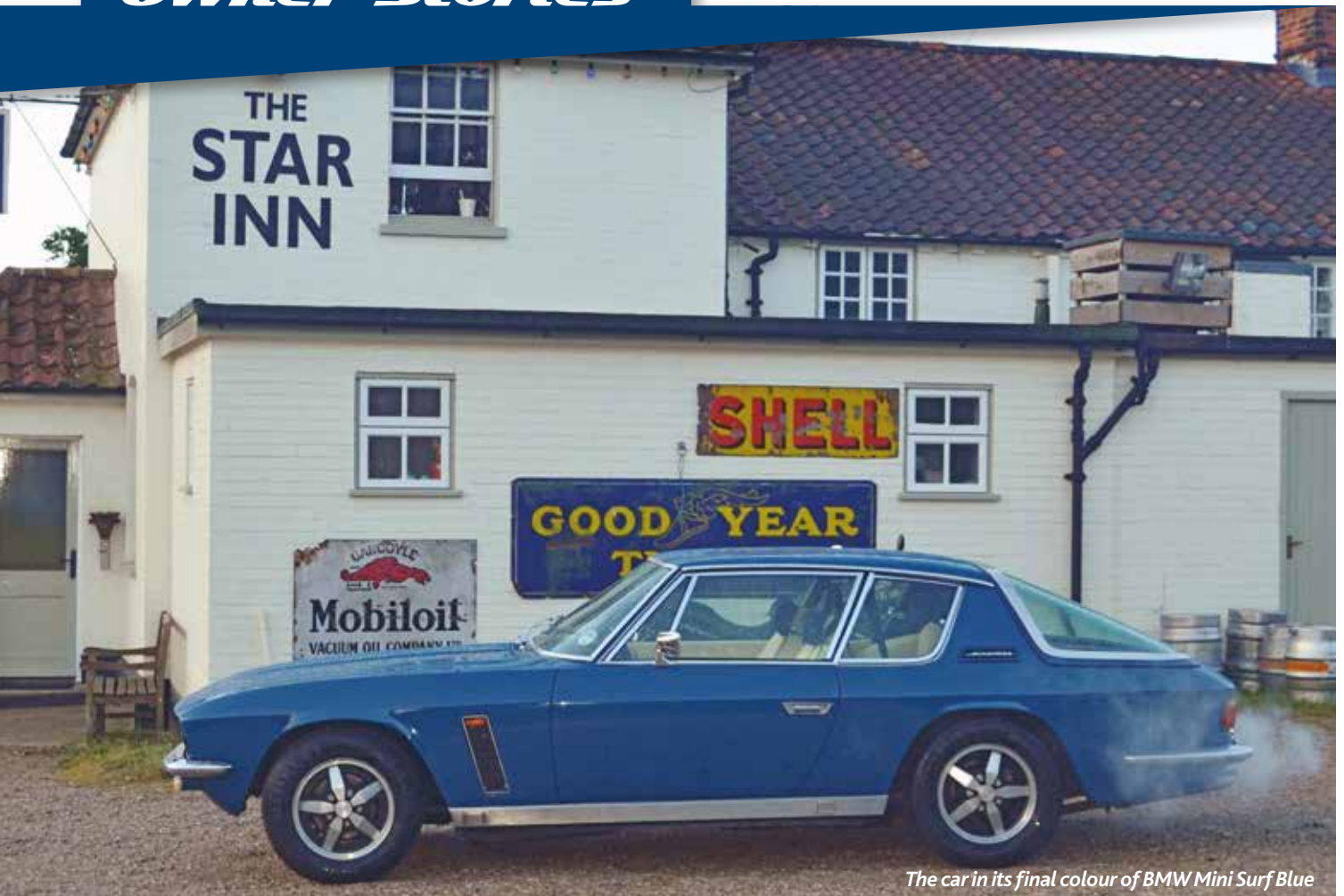
Peter Thompson

The FF Mk IIs of Steve Johnson and Helen Newby in their distinctive Cassis colour



And so ended a very good day

John Lane
General Secretary



My Jensen Story

I can't remember what got me into Jensen Cars - I remember Robert Vaughan in "The Protectors" on a Sunday afternoon, with his Interceptor, but if I'm honest, I think I remember Roger Moore's Aston Martin DBS from "The Persuaders" more so, but I could never afford an Aston - annoying really, because when I first started work, back in 1983, one of my colleagues bought an immaculate DB6 for £3,000 and I took the mickey because he'd bought an old car that would be expensive to maintain! I'd only just paid £1,850 for my 4 year old Triumph Dolomite, oh if I knew then what I know now.....

Fast forward to 1989, and I was working for a car company called Panther Cars. One of the guys I worked with had bought a wreck of a series 3 Interceptor and had lost interest in it, I'd heard that the car was going to be used in the next "Saint" series and fancied a go at doing it up and owning one, so I paid him £2,000 over a couple of months and bought my box of bits Interceptor. Getting the car home it began to dawn on me the scale of the challenge ahead, so I gave myself a "realistic" two year timescale to get the car on the road.

CMJ 660L is a 1972, H-type Interceptor, only made for a few months before the strangling emission controls were added to the 440 engine,

so as luck would have it, quite a good choice. Two years actually turned out to be nearly twenty, with divorce, saving up for another home and settling down with my eventual and much more compatible and understanding second wife, in between. I did most of the work on the car myself including welding, electrics and engine rebuild. The respray was done by a work colleague in a friend's double garage.

Finally the moment arrived. I had the car collected by Cropredy Garage, checked over and to my delight (and surprise) MOT'd, I could finally drive my Interceptor! The date was May 1st 2008. I remember driving the car out of Cropredy and nervously beginning the journey home, never really relaxing and enjoying the occasion because I was too busy checking the gauges and expecting a breakdown at any moment. But made it home we did, with no drama, no electrical fires or engine seizures.

I'm sure most fellow club members would agree, owning a Jensen is a special experience. Whenever it comes up in conversation the first thing people always ask is either "is it an FF?" or "what's one of those?". Much as I still love Astons, I think a Jensen is more discreet and understated, which is more to my taste. If I ever won the lottery, the dream car now would be the Interceptor R.



Mr and Mrs Gary White's wedding day – and their Jensen!

Over the coming years the car was used for occasional runs at weekends and the odd work day, though not immaculate, she was tidy. Ideally, she would have had a better respray and been re-trimmed as the leather looked a little tired, but she never failed to make every journey an occasion.

Though we didn't need her to ferry us to or from the venue, she had a starring role at our wedding in 2011, featuring in a number of photos outside "The Swan" hotel in Southwold where we got married. Even though we'd chosen March for the big day, the weather was perfect and everything went without a hitch. We stayed in Southwold for the honeymoon and had some amazing days driving around the local roads, enjoying the continued good weather, stopping at numerous country churches and pubs for photo opportunities or a bite to eat... happy memories!

Eventually, in 2013, we'd managed to save up enough money to have that "proper" respray and re-trim. The car was duly sent to Cropredy for a full bare metal, lead-loaded respray in BMW Mini Surf Blue, which I had seen on a Mini and instantly knew was the colour for our Interceptor. A number of months (and considerably more expense) later, the car was finished. Collecting her that day was really special, it was the first time I'd seen the car that I'd now owned for 24 years, looking like the car I'd always dreamt she would be. The colour was a great choice, being a very retro-looking blue and close to an original Jensen colour. Driving home that day I really did enjoy the journey.

Since then, we have moved to Suffolk, near Southwold, and the Jensen has a nice, heated and de-humidified garage to call home. Even after all this time, I still go out to the garage just to walk around or sit in her. She doesn't get used as much as she should, but when I do get time she never fails to bring a smile to my face, like I said, it's a special experience owning a Jensen!

I'd bought the car as a young and naive 23 year old, I'm now 52 and the thought of retiring is always in the back of my mind. With values now becoming more deserving of such a rare and beautiful car, I do think I may eventually sell her to finance an early retirement. If that's how the story pans out we shall have to see, but before I can think too far ahead, my daughter has requested another starring role for CMJ 660L, this time at her wedding next year.

Meantime I've so much to do this year to make sure she's running as well as she has been, and looking as good as she did on that drive back from Cropredy a few years ago.....Let's hope the weather is as good as it was for our wedding.

Gary White



The car will star at the wedding of Gary's daughter too!

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

Nothing of real interest to report from the membership side, things are quiet this time of year. We have some new members that have sent in some very interesting stories and great photos, but I won't spoil them as I'm sure they will be included in this issue.

My 541 has been off the road since last year with a servo fault, but I'm pleased to report that it's now back from Past Parts and hopefully the issue has been addressed and it is now in good working order. So tomorrow I'll be busy fitting a new brake light switch and replacing the servo, brake fluid change and test drive, just in time for the sunshine.

Meanwhile at the old 4L Interceptor camp the chassis is progressing nicely, the welding of new metal and grinding is almost over.

The following new members have joined since my last report:-

10779	G Blomfield	Brighton	Int MkIII
10780	T Lange	Germany	CV-8 Mk II
10781	D Jones	Pulborough	
10782	W Grubbs	USA	Int MkIII
10783	R Callister	Epsom	Int MkI
10784	G Edwards	Stone	Int MkII
10786	L Kesslassy	France	Int MkIII
10787	S McCue	Merthyr Tydfil	C-V8 MkIII
10788	D Balme	Torquay	
10789	S Hodgson	Lowestoft	
10790	A Huumonen	Finland	Int MkI
10791	P Brook	Canada	541
10792	J Wertman	Canada	Int MkIII
10793	E Kalm	Canada	
*6688	P Hobday	Essex	
*9942	B & J Banbery	Shrewsbury	
*6362	J Craig	Ashford	
*1490	N Bilton	Gunnislake	
*10361	C Waters	Heath	

* denotes a returning member after a lapsed period

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

Darren Barnes

Membership Secretary

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



The rebuilt servo for Darren's 541 by Past Parts



Front bulkhead and windscreen rebuilt for the early Interceptor



Early Interceptor modified chassis rails nearly complete



Early Interceptor chassis nearly complete

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.

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 Tony Davies01270 761444

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Jensen 541

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Interceptor MKI	F	£168
Interceptor MKI	R	£185
Interceptor MKII/III	F	£74
Interceptor MKII/III	R	£185
Healey	F	£44

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

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

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

Master cylinder seal kits

CV-8/Interceptor MKI to 1968 £28

Interceptor MKII 7/8" £22

Interceptor MKIII Girling 1" £22

Healey sports £22

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The Jensen Freighter...



...and the Eleven Gordons

David Wright tracks down the origins of two very unusual vehicles, and describes how he created miniatures of both. It's a tale of diecast, resin, white metal, photo-etch, and plasticard.

This story tells how two of the most unlikely, almost strange looking vehicles came together. It all started with a black and white image that I found on the Jensen Museum website, depicting the restoration of the Jensen Freighter by Kenny and Ray of KR Walsh Brothers of Manchester in 2013.

The Autocult Model Company, specialising in models of prototypes and unusual vehicles, launched their model of the Jensen Freighter in 2017, and chose to use Kenny and Ray's restoration as the basis for their model. As an enthusiast of all things Jensen, I had to research the history of this freighter and its life. The black and white image, taken in 1955, and the only one available, shows the real vehicle was in service with Raymond Way Motors of Kilburn, motorcar and motorcycle hire purchase specialists, as the sign writing tells us.

RAYMOND WAY MOTORS LTD., of Kilburn, London, have recently taken delivery of this 30 ft. JNSN P6(V) transporter from Ferraris of Cricklewood. This vehicle is seen here drawing a double deck trailer, loaded with new 3-wheel cars.



THE JENSEN FREIGHTER

In the late 1930s, the Reynolds Tube Company of Birmingham had need to transport long loads of light alloy and steel, over long distances quickly. To achieve this, they needed a vehicle that would weigh less than 50cwt (hundredweight) which would enable it to exceed the 20mph weight limit for most heavy commercial vehicles and travel at up to 30mph. They turned to Jensen Motors, of West Bromwich, and collaborated over the design of a suitable large truck. To achieve the specification, the truck was to be totally made of alloy, apart from engine and transmission, wheels and springs. The first JNSN truck went on the road in 1939, and despite sceptics who prophesied that it would not cope with the vibrations and would corrode, the vehicle covered 800 miles per week and cost less than a similar vehicle in steel. The experiment was a resounding success, and two further similar trucks were built.

By the end of hostilities, these three JNSN freighters had clocked up more than 500,000 miles between them. Jensen decided to build a larger successor capable of carrying up to 6 tons at 30mph. As a result, from 1951 until 1958 Jensen Motors built a total of 554 chassis known as the Jensen Light Commercial - including the JNSN 'Freighter', the longest flatbed lorry on the market. Other bodies included dropsides and pantechnicons. Now, less than 10 survive, possibly as the high value of alloys made them attractive to scrapping.

Raymond Way Motors Ltd of Kilburn in London was a large London car dealer in the 1950s, specialising in microcars, including the Gordon featured in the b/w image. They delivered these cars throughout the UK, and wanted to increase the number carried, in order to expand the business. Jensen came up with the solution to move the engine and cab forward of the front-axle, increasing the length of the flat bed by another 2 feet. This meant that the completed lorry could carry an extra car. Jensen Motors also agreed to manufacture a two-deck trailer. This meant another five cars could be carried. Raymond Way ordered the trailers at the same time. Other special features included rear wheel arch covers, front and side bumpers, chrome hubcaps, lowered headlamps, and 17 extra chrome strips. A fibreglass roof was fitted to the cab, and the engine benefitted from a five-speed gearbox. The completed lorry with trailer would certainly have been eye-catching along the roads of Britain.

In 1993, SSL 291 (new in 1955) was slowly disintegrating in a field near Sevenoaks in Kent. Close to being scrapped, the lorry fortunately fell into the hands of the Walsh brothers from Manchester. Research shows that it was originally registered 945 EMP and was owned by Raymond Way Motors Ltd of Kilburn, NW6 as a car transporter, often towing a trailer. This extended lorry type remained in production until 1958. The amazing story of this leviathan's systematic restoration by enthusiasts Kenny and Ray Walsh can be found on the Jensen Museum website - <http://www.jensenmuseum.org/>


THE GORDON

Place yourself back in time to the mid-fifties. Most enthusiasts of British motor cycles must be familiar with the shaft-driven Sunbeam machines, often described as the 'Rolls Royce' of the motor cycle world? But how many model collectors will know of the connection between bike and car which had a common designer, Erling Poppe? He was known to motorcycle fans for his design of the Sunbeam S7, but his attempt at making a three-wheel car went almost unheralded. Yes, that car was the Gordon.

Like many small cars of the period, the Gordon was manufactured by a company that had been hitherto completely unconnected with any aspect of vehicle manufacture - none other than Vernons Industries of Liverpool, whose main claim to fame was, and still is, the football pools. The Gordon was dreamed up as a prize for winners of the Vernons pools, and were it not for these armchair gamblers, it's doubtful if anyone would have bought one of these three-seaters. The origin of the name 'Gordon' seems to have been forgotten in the mists of time. When the Gordon was announced at the beginning of 1954, it took its place alongside the already established makes of Bond, Reliant, and AC Petite. Like them, it was of fairly conventional car shape, but with just one front wheel. The chassis was a two inch section tubular backbone, and on this was mounted an open body constructed of aluminium at the front and rear ends, with a centre section of steel sheet. The front end, which looked as if it housed the engine, was empty apart from the steering assembly, batteries, petrol tank, and the front wheel. There was only one door, and this was on the left. It was not possible to fit a driver's door as the lower portion of the space normally allocated to such items was the mounting point for the engine. Fitted low down, it did not intrude much on interior space since it was placed partially

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THE Gordon	
THREE-WHEELER	
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1956	
STANDARD MODEL	£301. 2. 9. <small>Including Purchase Tax.</small>
DE-LUXE MODEL	£315. 5. 4. <small>Including Purchase Tax.</small>
TONNEAU COVER (each)	£5. 4. 0. <small>Not Taxed.</small>
ARM RESTS (2 per seat)	£1. 15. 0. <small>per set. Not Taxed.</small>
SPARE WHEEL and TYRE	£8. 3. 0. <small>for Standard Model (Not Taxed.)</small>
JACK	17. 6.
HAMMOCK SEATS	£4. 17. 6. <small>Including Freight.</small>
COLOURS	
STANDARD MODEL	Coronation Blue, Cream, Coronet Cream, Crimson, Light Grey, Birch Grey, Traffic Blue, Green.
DE-LUXE MODEL	Coronation Blue/Light Grey, Coronation Blue/Cream, Traffic Blue/Birch Grey, Coronation Blue/Coronet Cream, Birch Grey/Black Cream/Crimson.
Extra if other colours required.—	£5. 0. 0.
VERNONS INDUSTRIES LTD.	LIVERPOOL.

outboard, and covered with a bulging metal panel. From here, the drive was by chain to the offside rear wheel.

Prototype models were two-seaters, but by the time the car went on sale in April 1954, the body had been altered to accommodate two sideways-facing hammock seats in the back for children, and the hood was extended so that it stretched from the windscreen right to the rear of the car, rather like a marquee! The bodywork was angular, with flat panels and squared off corners. The size of the vehicle was considerable, being ten feet two inches in length and four feet nine and a half inches wide, though of course the engine and its cover contributed somewhat to the width.



The Gordon car advert - reads like it's an SUV!



Gordon bubble gum card

The power for this 'incredible hulk' came from a Villiers two-stroke engine of just 197cc, with three forward gears and a reverse. There was an electric starter that turned the flywheel by a belt - quite an unusual arrangement, but one that was shared by the Bond Minicar Mark 'C', which had the same engine.

Probably the most attractive feature of the Gordon was the price. It cost £269.17.9d including purchase tax. This made it considerable cheaper to buy than any other car on the market at that time. Rather surprisingly, contemporary road tests reported that the uneven weight distribution, even with only a driver in the car, did not really affect the handling, nor that the single rear wheel drive was a cause for concern. In fact, most testers seem to have been impressed by the comfort and performance of the Gordon.

The makers drove one from Lands' End to John O'Groats as a publicity exercise, and claimed to have covered 1937 miles using only 31 gallons of petrol, approximately 62.5 mpg. One continuous run of 24 hours covered 546 miles, and another stretch produced a fuel consumption of 69 mpg.

The Gordon was quite successful, and continued in production until 1957, by which time a deluxe model was on offer boasting two tone paint, modified body trim, and white wall tyres! Today, very few remain, but one is in the Surrey Micro Car Collection. Only one other is known at the time of writing.

THE CHALLENGE

Having bought the Autocult Jensen Freighter, the absurdly foolish thought began to form in my head - let's make a one-off model of this image! All very well, but not only would that entail removing all the sign-writing from this beautiful and quirky Autocult truck, but no model maker makes a model of a Gordon - I mean, why should they?

I turned to a friend, Trevor Wright, who lives locally to me and who has been known to make artisan kits of 3-wheelers. I gave him copious images of the Gordon, and said, "can you do this?" As long as I guaranteed to buy 11 kits, he was up for the challenge too! Trevor had a noble first try, but the body had a twist to it; the bonnet needed a slight curve. Trevor was encouraged to allow me to finish the shape of the Gordon master, and this entailed careful use of P38 polyester repair paste. The final result looked good to both Trevor and myself.

It was fully equipped with the two little sideways-facing deckchair seats in the back, and a perfectly formed bonnet. At this point, Trevor turned his attentions to other models he was experimenting with, to add some variety to his life! OK, the Gordon end was a goer, but changing the identity of the Autocult Freighter? Creating a two-deck trailer?

To tackle this required friends who had graphic software to decipher the entire sign writing on both the freighter and the trailer - no mean feat, as the black and white images are, as you can see very pixelated. With contributions from the Belgium Jensen Club, the British Jensen Owners' Club's photographer and media man, Nic Cooper, and a very skilled model and transfer maker, all was revealed!

Next puzzle was how to create the trailer. Given that it was as long as the freighter, the only source for the 2 decks was Kingfisher Models, who were able to supply 2 flatbeds of the right length, each with a headboard, one of which I wouldn't need. The skirts for the lower deck were fashioned from plasticard, and the pillars from 3mm brass rod. Using a small B/W image to take measurements is a little suspect, but that was my only shot, so height and width between pillars was confirmed by whether a 1/43 Gordon Micro car could sit on the trailer. Fortunately a friend and enthusiast for Micro cars knew where the only known example of a Gordon could be found, so he nobly volunteered to obtain the vital statistics of the car - length, height, and width including that strangely-placed engine.

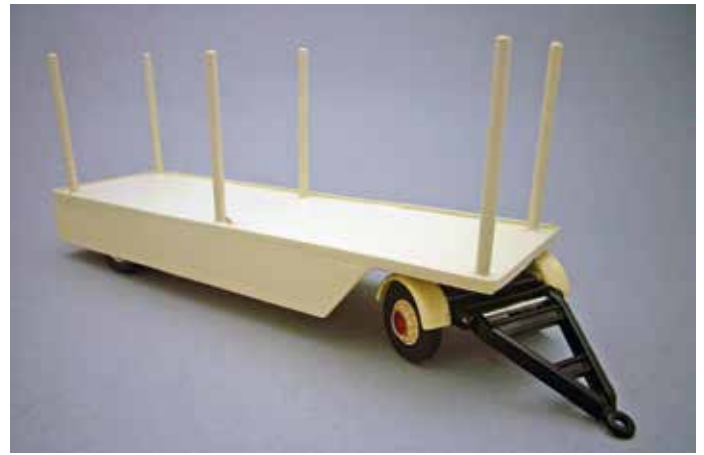
NOW TO THE UNDERCARRIAGE!

The Corgi Classics four-wheel trailer (14101) used extensively in their Heavy Haulage sets, proved up to the job, although it had a wheelbase that was a little shorter to say the least, so the chassis was separated from the flat bed, and unceremoniously cut in half. The existing screw holes were used to mark up the Kingfisher flatbeds, and some packing pieces of plasticard glued in place to ensure a sound fit.

Then came the task of providing strengthening for the attachment of the skirts. Box section plastic strip served well here, but careful



The models' constituent parts



Completed lower deck and poles to support upper deck



The trailer with all decals applied

drilling of the 3mm holes to take the pillars had to include the box section too.

While a break from the trailer work was enjoyed, the removal of the original K&R Walsh decals from the Freighter really had to be confronted - what a shame, they looked so good! On advice, I turned to a bedroom drawer to find a plastic box of Quickies - nail varnish remover pads. With careful wiping, slowly the printing and transfers began to transfer to the pad, and a splendidly clean door and side panels were left. Spurred on by this success, the maroon roof, also not part of the original identity, was "wiped" off, leaving a perfect Old English White roof, as per Raymond May livery. Some careful polishing with auto polish finished the job well. By this time, a number of model collector friends were taking an interest, and one pointed out that the Raymond May liveried Freighter sported a



Freighter with its new decals and bumper added

wraparound one piece bumper, absent on the K&R / Autocult version. Out came the trusty plasticard, a floor/bumper for the cab fashioned, bent into shape, and sprayed OEW with the rest of the trailer.

During this period of many weeks tackling small amounts at a time, my very skilled and patient transfer/graphics friend, Graham Taylor, was hard at work creating replica graphics of the original Raymond May sign writing. We measured the available panels, and further research provided clearer images of the trailer hauled by other trucks, all from a friend in the photographic trade.

Back to the trailer now, and with box section supports in place, the skirts were added, and the new look began to emerge. Wheels were relocated to ensure they both rotated freely, and the front axle swivelled. A coat of primer applied, the holes were cleaned out, pillars carefully cut, shaped at both ends and trial fitted to the bed - all good so far! A small spirit level was brought into service to ensure all pillars were of the same height, and - a bonus - the right height they were. Small strengthening angle struts were fixed in place at each corner, using fine rods used to attach magazines to a binder (not *Diecast Collector* ones of course!) The trailer was now complete.

Graham, my waterslide decal miracle worker, was perfecting the size, colours and overall fit, taking measurements from me by email. Finally, the decal sheet arrived, and Graham's hard work was rewarded.

A good month later I took delivery of the first 7 TW Gordon Microcars, and began the fettling process, filling air bubble holes with resin, and generally rendering the castings fit for primer. A line of 11 bodies in primer looked impressive drying off, but close examination of the original b/w newsprint photo showed that in fact seven were a single light colour, two were a midrange colour likely to be mid-blue, and just two were two-tone, which we already knew to be mid-blue

and cream. After much consultation at home, I decided to vary this slightly, in order to achieve a bright display. After reference to the original 1956 Gordon Price List, which included the colours, I ended up with one crimson, two light grey, two blue, two in two-tone blue/cream, two cream and two green.

It's amazing how breaking the challenge into smaller chunks makes it more achievable, so I set to painting all the bodies, chassis and other parts. Assembly of each car then followed, and after that, internal engine covers had to be fabricated for each car, as the power plant extends into the driver's space, hence no door.....

Finally, I had my multi-coloured line-up for assembly on the freighter and trailer, and I think the whole 1950s land train looks really pretty impressive. What do you think?

Thanks to Tony Marshall, for his article published in the Isetta Gazette September 1980. My good friend Nic Cooper, Media Officer for the Jensen Owners' Club, was instrumental in deciphering the sign-writing on the image. Also thanks to Ulric Woodhams of the Jensen Museum (www.jensenmuseum.org) who confirmed much of the Raymond Way history. Grateful thanks also to Graham Taylor on the graphics and waterslide transfers. Thanks to Trevor Wright for the 11 Gordons. Finally, thanks to Jan de Lange, Microcar collector from Belgium who helped greatly with the detailed research.

Our grateful acknowledgements to Tim Morgan, Editor of Diecast Collector Magazine, for the use of this article.

David Wright



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Jensen Healey Registrar



Three members' Jensen-Healeys at the JOC Open Day.

As I write this I am part way through giving my Jensen-Healey a good clean and polish before I take it to the International Weekend in Malvern. At the Open Day at RAF Cosford Zac Marshall had a slide show of previous events including the immaculate engine bay of a concours-winning Mustard Jensen-Healey in 2005 so I needed to get to work. By the time you read this the International will be all over and we will have beaten last year's total of 11 Healeys! I was very happy to see the Jensen-Healeys and GT at the Open Day although I didn't manage to speak to everyone.

I have to report that Rob Heydon's Healey had a severe engine fire a few weeks ago. Fortunately he does have an up to date valuation with his insurers. This is the second Jensen-Healey engine fire in about six months, and I wonder if this could be related to ethanol in petrol degrading seals and fuel lines. I have arranged to have my fuel system properly checked, and will report back on the findings.

Last year my car had a respray and with lovely paintwork the 20 year old hood was definitely tatty. The new hood was fitted a few weeks

ago (just as the UK weather warmed up) and I have had to resist the urge to take it down until the fabric has stretched.

I hope you will have some enjoyable Healey driving this summer, and look forward to seeing you at an event soon.

Helen Newby

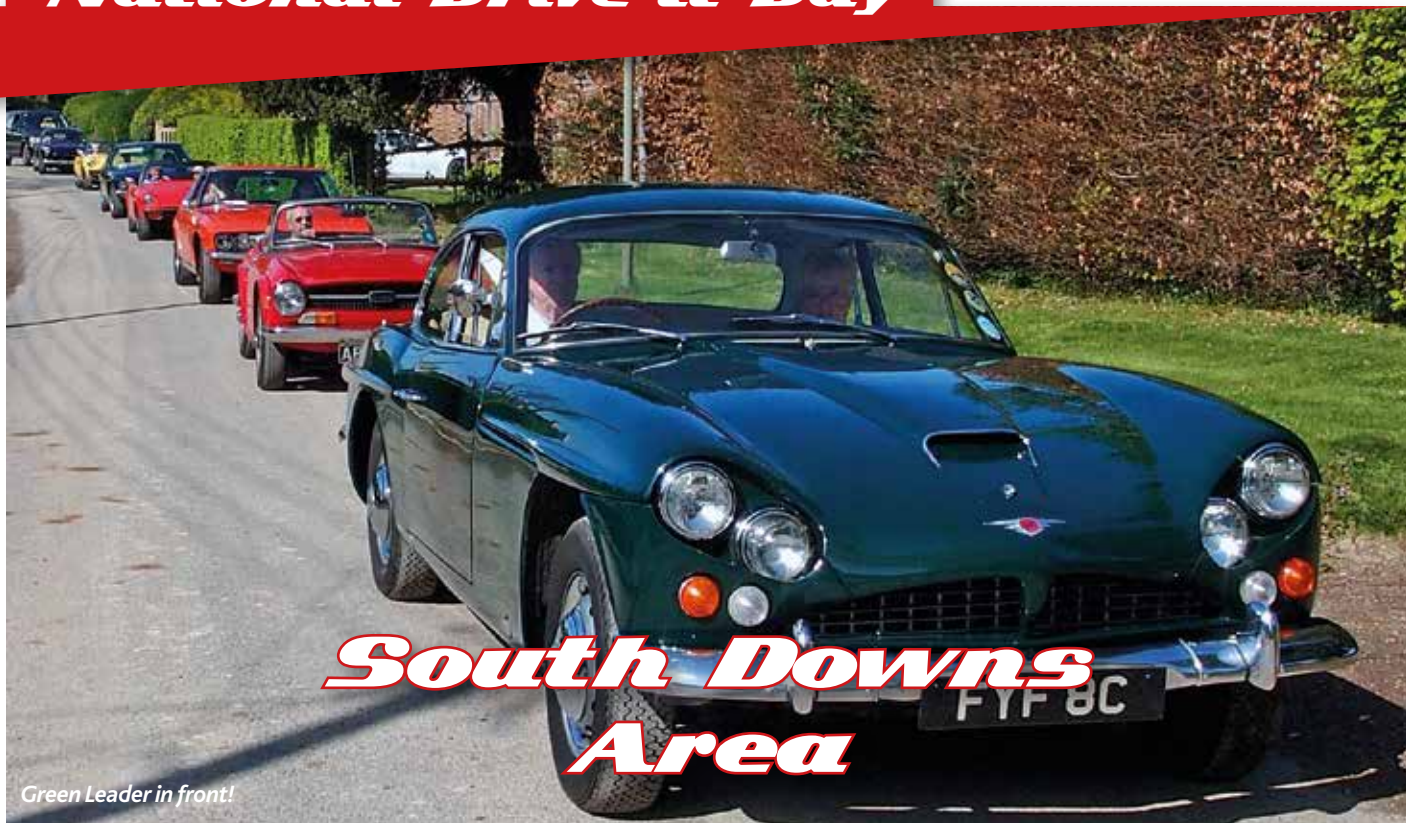
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National Drive It Day



Green Leader in front!

With a number of National Drive It Day outings arranged by local clubs, there were plenty of classics on the road in Sussex on 22nd April. The diehards of the South Downs Area kicked off the season well too with another excellent turnout for our Drive It Day tour through Sussex to Findon, and Steve's Farm for our BBQ

Seven Jensens started the 30 mile drive from the White Horse, our spiritual base, with Simon's TR6 in support, together with others in moderns. Most kept up with the pace set by Green Leader, who felt the need to call into the petrol stops, and all seemed to find the route enjoyable. All in all, with a C-V8, Interceptors and 2 Healeys, we gave a good showing of the Jensen marque through country roads and villages, with much head turning as we rumbled by!

The sun shone and Steve's BBQ facilities were perfect, so a big thank you to Steve and his daughter. A very successful spring day out, so also a big round of thanks to all of the drivers and navigators, and of course our non-Jensens in support.

Once arrived at Steve's Farm, bonnets were up and comparisons made with ancillaries, inspection lamps and front suspensions. Charlie's original 541 proved useful to Simon, who was seeking correct locations for some of the ancillaries for his 541S rebuild.

David Wright



Members of South Downs Area National Drive It Day

National Drive It Day



Some of the North West area cars at Oxenhope Station

Drive-it-Day 2018 – an unexpected day of discovery! Sunday the 22nd April was our pre-arranged Drive-it-Day. The destination was Haworth in Brontë Country, via Todmorden, Hebden Bridge and Oxenhope. There's always two certainties with a JOC North West outing; one we start with an eating establishment, and two, we end up in a pub (strictly shandy no DD here). Hence, we gather at Oxenhope Station where bacon butties (a northern saying) tea and coffee are served up in a vintage railway buffet carriage (www.kwvr.co.uk). Time for part two, off to the pub in Haworth, from there on things definitely go 'off-piste.' Picture the scene, while taking in good quality northern air and shandy, we are approached by a guy who shouts out "Jensen lot!"

The guy in question is Andy Kissack, some of you may know him. We quickly learn he's one of the country's best-known exponents of the art of 'English Wheeling'. It gets better, after a bit of a car chat banter; we find out he now runs a Wheeling College, which by chance is 5 minutes up the road. The best is yet to

come.... In the college workshop there are no less than 3 Jensen Interceptors! One of which is reported to belong to Gina Campbell, you know Donald's daughter. Andy is a definite Petrolhead and knows the Jensen brand inside out, giving us chapter and verse on our cars.

Look carefully – this isn't an Interceptor being restored!





The Wheeling College workshop at Oxenhope

You guessed it, 10 minutes later we are all in the Wheeling College wheeling flat sheet metal into sexy curves. Andy offers varying courses from absolute beginner to advanced options.

What a great and unexpected day we had, a few pictures for you attached.

If you fancy a go yourselves at English Wheeling its www.thewheelingmachinecollege.com



David Manock

North West Area Rep

Andy Kissack pictured standing next to Dave Manock



Some of the North West area cars at Oxenhope Station

Stop Press!!

***JOC International
2018 photos
full report next month***

Concours cars in an historic setting – photo by Marion Strange



The parking was tight! Complete with special bucket for Prostate Cancer fundraising. Photo by Nic Cooper



#ManUnited



OKP



Ulric Woodhams' smart Healey GT – photo by Nic Cooper



The Concours section – photo by Nic Cooper

Thames Valley Area and friends at Abingdon Air and Country Show

Once again the JOC was well represented at the Abingdon Air and Country Show on Sunday 6th May. Blessed with brilliant weather this time, eleven cars and a magnificent air display with associated side shows, food and entertainment. A thoroughly great day out for everyone.

We had eleven cars, should have been thirteen, but gearbox trouble ruled out Dave Klondar's C-V8 a week or so before, and then on the day we got news that Sally and Rob Haydon would not be making it as they had been victim to an engine bay fire in Rob's well-known yellow



The immaculate engine bay of Andy Hamblin's Healey



Dr Who's K9 also made an appearance with his FF!

Jensen-Healey. Thankfully, both were unharmed (*Ed's note: - see the Jensen-Healey Registrar's report too*).

We had four Interceptors, Mick Liston's, (Brian and Joan Raper's, Andrew Best's and mine), two SP's (Bill Smith's and Richard Fischer's), Zac Marshall's C-V8, Alan and Chris Jone's FF had come down from Telford, and three Jensen Healeys belonging to Jan and Dave Devine, Adam Fischer and Andy Hamblin. This was Andy's first JOC event and hopefully not his last. No excuse for him really as he lives only about two miles away!

Perhaps the highlight was the stunt flying by a heavily-modified Pitts Special standing on its tail and racing a Jaguar F-Pace along the runway. If you hadn't seen it with your own eyes you would never have believed it. Thanks to Dave Devine for the picture.

Shaun Winfield

Oxfordshire and South Bucks Area Representative





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JOC at the 34th Marches Transport Festival



The favoured corner spot at Ludlow Castle with the JOC cars

The 34th Marches Transport Festival held over the weekend of 12th and 13th of May was well attended as usual by JOC members. The event runs alongside the Ludlow Beer and Food Festival, both events being held in the very picturesque surroundings of Ludlow Castle.

Unfortunately my Healey was not able to make the trip this year, as the car suffered a catastrophic engine fire on the way to the Abingdon classic car show earlier in the month. Sally and I journeyed up to Ludlow on the Friday in our 'everyday' car, meeting up for lunch with Dave and Jan Devine in their Healey. We'd booked, together with several other JOC members, to stay in the Charlton Arms Hotel. We arrived mid-afternoon, unloaded, and then Dave drove his car up to the Castle grounds. Shaun (Interceptor), Brian Raper (Interceptor) and Steve Johnson (FF) had already arrived and selected the sheltered corner position that we've claimed in previous years to set up the JOC camp. Room was left for Zac's C-V8 and Alan Jones' FF, as they weren't due to arrive 'till Saturday morning. Ian Webb (Interceptor) arrived on the Saturday too with a friend driving a VW, and they parked up alongside the other classics.

The Saturday and Sunday are the days of the show, and this year the weather was very kind to us over the whole weekend. There was a wonderful mix of classic cars parked in the castle grounds, a terrific selection of beers available in the beer tent, and the food festival had a great selection of locally-sourced produce.

In all we had 7 rooms booked at the Charlton Arms, Sally and I, Shaun, Steve and Tracey, Brian and Joan, Dave and Jan, Chris and Vivienne, and Zac, Sarah and Luke. Saturday night we all descended on the local Indian Restaurant and had a very enjoyable meal, followed up by drinks in the bar at the hotel. You've never seen Brian and Steve panic so much when they mistakenly heard last orders in the bar being called at 22:15!

A great weekend spent with great friends in a lovely part of the country. A super show definitely worth visiting even if you're not in a Jensen.

Robert Heydon

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Tyres and rim sizes

Dear Paul

I was concerned to see the tyre recommendation at the back of the latest issue of your magazine. I realise that we all like to save a few quid, but I think it is worth mentioning that a lot of Interceptors were fitted with 6" rims which are not suited to a 235 section tyre. 6.5" is the minimum recommended rim size for a 235/60R15 tyre, and a 7" rim is actually more suited and will make a 235 section tyre more stable. The following websites may be of interest to members:-

<https://www.oponeo.co.uk/advice-and-tips/fit-the-rim-to-the-tyre/235-60-r15>

https://www.lvvtvta.org.nz/documents/infosheets/LVVTA_Info_01-009_V2_Tyre_Size_to_Wheel_Size_Compatibility_Guide.pdf

I would suggest sticking with the size that Jensen fitted.

It might be worth pointing out that if anybody wanted to fit a 235/60R15 at that time they could have done so; 60% profile tyres came out in 72-73.

Dougal Cawley

Longstone Tyres, Hudson's Yard, Bawtry, DN10 6NX 00 44 1302 711123

Editor's note: - Thanks for the sound advice Dougal, the recommendation about tyre sizes in the previous magazine did not mention rim size which is, as you say, related to tyre size. Ideally, tyres and rims should be selected in accordance with the manufacturer's recommendations. Only slight differences in width and wheel size are acceptable, as the above websites make clear; and also state that 235/60R15 tyres require a min 6.5" rim.

Jensen AHS 389 coming to Europe?

Dear Paul

If you remember, son Mark and I did an article about finding AHS 389 in a remote location in rural Mississippi. (Editor's note – Yes indeed, it was in the #235 issue of the magazine).



Jensen S-Type reg. no. AHS 389



The rear view of the Jensen S-Type

The man, a Mr. Jenkins, had a large collection of cars, including almost every type of MG, and Ferraris and so on, and of course, we were astounded to find AHS 389 there on roller dollies and never run. I had my picture taken sitting in it.

Mark and I showed our Interceptor and JH at the prestigious event at Hilton Head, South Carolina, last November, and my Interceptor was awarded a Judges' prize ribbon as one of 25 out of 200 cars picked by the judges...plus we were amazed at the public interest in the Jensens, there we were among million dollar collector cars.... Hopefully we will be invited to show again this fall.

Now, we had planned to contact Mr. Jenkins to see if we could get him to bring, or let us bring, AHS 389 to the show there this coming November...but about the same time this past month I learned it was for sale at Hyman Co. in St. Louis, Missouri. I called them and found that, indeed, it was the same car Mr. Jenkins had, and they brokered a sale of it for him. They would not tell me the buyer, but did tell me that it had been sold and sent to a buyer in

Europe. Nothing more. It might be interesting if you can find out if it returned to the UK, or where it did go? (*Editor's note: - please advise if you know anything more*).

Am in the process of prepping my Interceptor for the FiTech fuel injection system. Also just installed the Fosseway brakes on the front of the Interceptor. Replaced my leaking steering rack last summer with a used but supposedly good one I acquired. Still think I have a small leak somewhere. I recall that I read the rack is purpose made for the Interceptor and there is none other that will substitute or can replace it...am I correct? (*Editor's note: - reply sent separately*).

Mark and I also addressed the problem with the simply rotten three fuse system in the Jensen Healey. We are replacing it with a modern multi fuse box which, also of course, uses modern fuses.... that should forever eliminate the fuse contact problem inherent with the original.

Frank Schwartz

I do suffer from Jensen withdrawal

Dear Paul

My name is Ruth Dann, I owned a Mk1 Interceptor - which sadly has long gone! She was my pride and joy bringing me lots of fun and some new friends.

Some years ago I moved from Kent to mid-Wales, and was delighted to see there was a Jensen meeting at Cosford on the 15th May, not too far from where I know live near Welshpool. A friend drove me for company and health reasons! What a pick me up to see so many beautiful cars. I do suffer from Jensen withdrawal.....

A nice day, lots of Jensen talk, with lots of nice friendly owners! Though not a Mk1 to be seen, which was sad. I thought you might like some photos for the Magazine, if you use them all I ask is my name to be mentioned and a magazine sent if possible.

Ruth Dann,

Llanfair Caerainion, Welshpool SY21 0QY.

Dear Ruth,

Many thanks indeed for the note about your own Jensen story; I have indeed been able to use your photos of the JOC Open Day with suitable acknowledgments. I will ask the Membership Sec (Darren Barnes) to post you a magazine as requested. **Editor**

Mk III Interceptor at the JOC Open Day – photo by Ruth Dann



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Car for Sale



Jensen Interceptor, 1973.
2240/9727

Blue with a magnolia interior. I've been the owner of the car since the late 1970's. Two previous owners. I had the car refurbished by Jensen in 1982. I have a full photograph album of the work in progress the cost of which was £50k. The car has done 53,000 miles. The car is located near Hitchin, Herts. Offers in the region of £95k.

Contact Peter Bird for more information on 01462 730111 or mobile 07971 573046
email: peterbird100@btinternet.com



Relaunch of the JOC Southern Area

The Southern Area, representing Jensen Owners in Hampshire, Dorset and Wiltshire, has been relaunched by Edward Brown and Phil Fish who are now Joint Area Representatives, taking over from John Tunncliffe.

Although both Edward and Phil are fairly new to Jensen ownership (Edward has an Interceptor Mk I and Phil has a Mk II) they share a keen interest, history and enthusiasm for the Jensen marque and also have other classic cars, so envisage a group where opportunities can be provided for JOC members to experience different vehicles and share wider knowledge.

The Group have three aims: sharing technical expertise within the area; bringing like-minded Jensen enthusiasts together; and promoting the JOC and Jensen cars within the Southern Area. It was agreed that the Area would focus on a combination of Trade Shows, Drive Outs and Technical visits.

In time we would like to organise visits to various Jensen or Classic Car specialists within our Area such as: Rejen, Culverland Classics, Twyford Moors, Cropredy Bridge, Bill Rawles Classic Cars, and Rawles Motorsport. These are examples only, none have been contacted yet and this will depend on the level of support we can generate, but we're keen to make things happen.



Our inaugural meeting was held on 22nd May at East Stratton, just north of Winchester in Hampshire. It was a beautiful summer's evening and the meeting was well attended with a full range of Interceptors and a Jensen-Healey. All those who were there, received a comprehensive 'Interceptor Technical Tips' Manual compiled by Phil. The new Area was delighted to have JOC Chairman Shaun Winfield in attendance who made a special trip to show his support.

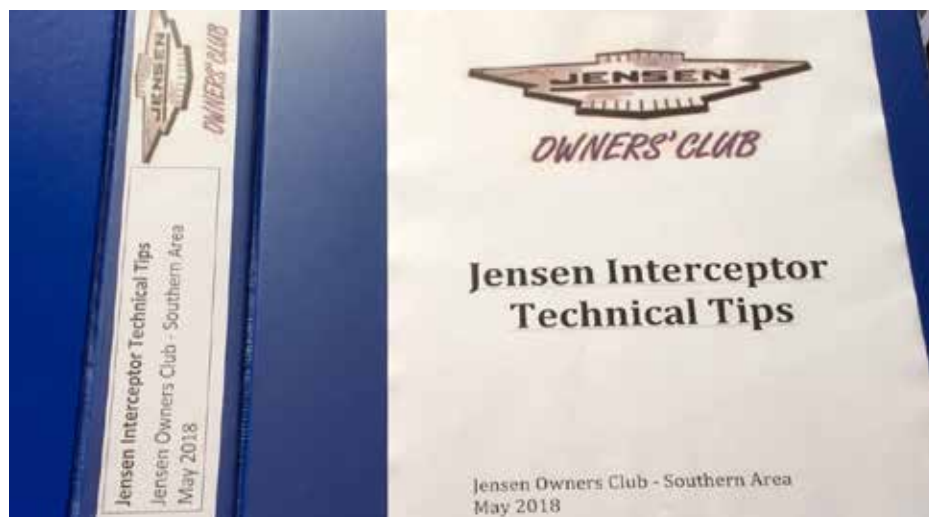
Details of our other meetings are shown elsewhere on the Southern Area News page in this magazine.

We do hope you can support the Southern Area.

As an incentive to encourage members to subscribe to the Southern Area newsletter I am planning to offer a digital collection on Interceptor (only) Technical Articles, which I have extracted from the online JOC Magazine archive (a total of around 100 articles). At the moment we haven't decided whether to send say 10 articles with each newsletter or send them all out on a Flash Drive.

Edward Brown and Phil Fish (07952 942048) JOC Southern Area Joint-Representatives southern@joc.org.uk.

Above: Phil Fish Below: Edward Brown



Editor's note: - Producing these Technical Articles has been a huge amount of work; I thought that all our members might be interested in seeing the Index for them; if there is enough interest then doubtless Ed and Phil would be happy for them to be published more widely to all members:-

There are some twenty different chapters, with all the information scanned from past editions of the JOC magazine.

See the next two pages for more details.....

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Edward Brown's Interceptor Mk 1 and (right) Phil Fish's Interceptor Mk II at Castle Combe Autumn Classic 7th Oct 2017



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New Members

Dear Darren,

Thank you for your reply. I really appreciated your devotion.

I found this MkIII few years ago in Holland, October 2014 exactly. The car was in a very good condition, except some electric issues. I had to replace the entire main wiring harness further to bad modifications probably made by previous owner. Ancient owner repainted the car in black. Originally car was tangerine.

I took the decision to repaint the car in Sage California (I respected the exact colour composition). The painting has just been finished. I joined you some pictures.

My main difficulty concern the registration of the car with the French authorities.

As you probably know already the process of the registration is quite complex in France. There are 2 ways to register an old car (more than 30 years): Normal registration certificate or a classic registration certificate.

I decided to opt for a normal registration certificate. In this case my only solution is to procure an homologation certificate (approval certificate). Given that Jensen Motors manufacturer doesn't exist anymore, I take the liberty to search towards your Jensen Owners' club.

Laurent Kesslassy



The MkIII as bought painted in black (original colour was Tangerine)



The car is now painted in Sage Green

Hi Darren,

Thanks for the welcome. Could I take the username TGG1G, the registration number of my car?

I attach some background on the car and a couple of photographs:-

"Chassis no. 123-3992 – consigned by the current owner pf almost 30 years this example is one of 694 RHD Interceptor MkII ever produced. The car was first registered in Dec 1970 as a standard car finished in Silver Grey, originally registered as EWP 17J].... During 1974 the car passed into Scottish ownership and was registered in Perth as PES 948J].... The car has remained in Scotland until now. The vendor informs us that the car retains



Chassis no. 123-3992 MkII Interceptor



its original engine and automatic gearbox, and confirms that the car drove up from Edinburgh to the Auction with no issue encountered.....

The car had an MOT when I bought it, but goodness knows how it passed, and the nonsense in the ad about it having been driven up with no issues is fanciful. Anyway, I bought the car unseen at auction and I am having it mechanically brought up to scratch with the interior and bodywork to follow.

Gordon Edwards

Dear Darren,

Thanks for the warm welcome.

I attach some background on the car and a couple of photographs:-
My car is a Jensen Interceptor Mk3 Convertible with the VIN 23119755 in black with sand coloured hood (originally probably black) and red interior. The car was first registered in California, L. A. and later before it was sold to Europe in Arizona.

Mr. Clarke told me that it could be probably the car which was part in a 70's series called McCloud. I bought the car in November 2017 from Classic Car Auctions in the Netherlands. Meanwhile

it is ready for registration and passed the MOT (TUEV), but the paint has to be renewed and the dashboard needs a new skin. Also the seats, especially the driver's could profit from a new skin too, and the carpet

So it's a real project! I already changed the lower front to its original since a fibreglass front spoiler was mounted and the rims are now 17" from Appleyard (Andy) since there were wire rims on it, which I personally don't like for this kind of car.

Matt

Matthäus Salzer, Jagdschloßgasse 51, 1130 Wien



Interceptor MkIII convertible – So, here are some pics of the car in process!

Dear Darren.

I am really pleased to be able to re-join the J.O.C. after a break of twenty years. It was a really nice touch on the J.O.C.'s part to reissue me with my original membership number, 1490, which I obtained when I first joined in January 1980.

I have in the last couple of weeks been able to buy back Jensen Healey OBP999M from Dave Stainton in Lancaster, who I sold it to 20 years ago.

My association with OBP999M started when I bought it in July 1985 as an accident-damaged insurance write-off, I bought it for the engine, (which I knew had recently been rebuilt and had a Stage 2 modification which comprised modified head, cams and 45 Dellorto's replacing the original 40's). I planned to transplant the engine into my existing JH UNP809L, but upon inspecting OBP999M, I realised that firstly the damage was repairable, and secondly, the car was totally rot free! Anyone with an association with JH's will know that corrosion killed most of them, so I decided to rebuild her.

To rebuild her, I enlisted the help of great friend and fellow Jensen enthusiast John Hazzard, who owned a classic car restoration business. We quickly established that the car was square, with the chassis damage confined to the members ahead of the subframe mounting points; these were replaced with a couple of old stock items that I had brought from a sale at Cropredy Bridge garage a couple of years previously. With the front end squared up, and a replacement wing, door and windscreen, she was ready for a bare metal respray and recommissioning.

I ran her until 1998 when having to raise capital, I sold her. Dave Stainton really looked after her during his ownership, adding practical upgrades including polybush suspension, aeroquip brake



hoses, and following issues with the original four-speed gearbox, replaced it with a five speed item.

I thought that I would never see her again when I sold her, but out of the blue she popped up on ebay a couple of weeks ago; upon calling the vendor I found him to be none other than Dave who I sold her to in 1998! A very quick deal to buy her back was made, and she made the journey from Lancaster to my home in Cornwall, by road, driven by my son Philip, who had very happy memories of time spent with me "tinkering" with her when he was a small child.

I never plan to sell her again, when I have finished with her Philip will take ownership of her for the next generation.

My car details: - OBP999M. Chassis No:13432 (early MkII) Colour Tangerine. First registered 01/09/1973

Nick Bilton
Member 1490



Jensen-Healey MkII chassis no. 13432

South Downs Jensens at Knepp Castle June 2018



South Downs Area's cars at Knepp Castle

Once again the JOC South Downs Area was invited to present a display of Jensens at Knepp Castle, and this year we were fortunate that some regulars and some new to the show took part.

It was the first outing in the UK for some years for prototype No. 1 S-V8, now proudly owned by Kev and Rich. Looking glorious in its red paint in the sunshine, it was flanked by Chris and Ken's immaculate GT, and also Simon Rendell's delightful 541. This car, fresh out from a re-commissioning by Simon after some years tucked away while he was in Cyprus, has been living with his daughter just up the road from me in Storrington, and I didn't know!!

Simon Kirby was displaying his smart, very 1970s tangerine Interceptor, but also keen to study the 541S of Lynne and Brian Philpott, as he is now rebuilding an S himself.

Terry and Hazel brought their lovely Mk II Interceptor, also fresh from a full interior makeover, looking ready for the Concours at the International, whilst my trusty C-V8 looked after the JOC flag!

The Knepp Estate is a wonderfully relaxing setting in which nature has been helped to take over its 3500 acres, in the same family's ownership for over 220 years. Once a year, the Floral Fringe & Wildlife Fair, organised by a couple who are classic car enthusiasts, presents a wide range of plants, rural crafts, local produce and wildlife stalls, all standing side by side, along with classic cars.

Our cars were perfectly positioned overlooking the main event area to the front, and the grass bank and lake to the back, alongside the organiser's display of Sunbeams. Many favourable comments and interested enquires came forth from the crowds, and most of us were purchasing both food and plants from the many interesting stalls.

Storrington's SADCASE classics were on show in the main car park too, to interest the crowds and us.

Very many thanks again to all my friends who made Chris's and my day a very enjoyable one.

David Wright

South Downs Area Rep.



Southern Area

This is our first season running the Southern Area and the schedule is deliberately brief while we assess the level of support in the Area and preferred activities of our members.

May 22nd Area Meeting Northbrook Arms, East Stratton, Winchester, Hampshire, SO21 3DU - A well-attended and supported first meeting.

July 15th Sherborne Castle Classic Car Show, Dorset, DT9 5NR A club stand is organised for this show which is one of the highlights of the season with over 50 club stands, Supercar displays and Motor Trade, Autojumble, Craft Fair (over 150 stands). Around 8,000 people are expected to attend. The cost to members is £10 (including all occupants of the car), a saving on the on gate price of £15. Also included is a show guide and entry to the Castle and Grounds. Entry to the exhibitors area must be between 7-9am and exit after 3pm. Please book ASAP through southern@joc.org.uk.

July 31st Area Meeting Northbrook Arms, East Stratton, Winchester, Hampshire, SO21 3DU Please confirm attendance through southern@joc.org.uk.

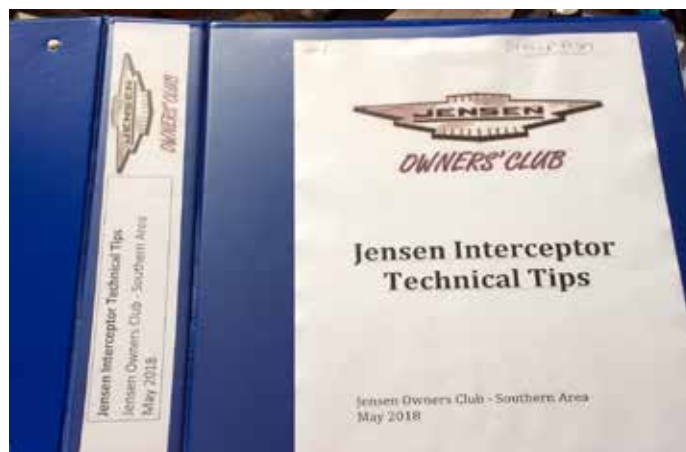
Sept TBC Area Meeting venue TBC. Attendees at the 31 July meeting to select venue and start time, more detail to follow.

Oct 6th Castle Combe Autumn Classic, Wiltshire, SN14 7EY. A super day of Motorsport, with a wide range of Classic Car Club displays. If you've been before you'll book again, if you've never been, give this one a try. Please book through wessex@joc.org.uk Clive Bishop is organising.

Oct 13th Open Day at Rawles Motorsport, West End Farm, Upper Froyle, Alton, Hampshire, GU34 4JR Kindly being hosted by Southern Area Member Andrew Cluett and with a reserved Jensen Parking Area, more details in due course.

Edward Brown and Phil Fish

Southern Area Co-ordinators southern@joc.org.uk



Editor's note:- The Southern Area has got off to a cracking start, with lots of activities going on, including their book of Jensen Interceptor Technical Tips for their Area's members. Bravo!



Edward Brown's Interceptor Mk 1 and (right) Phil Fish's Interceptor Mk II at Castle Combe Autumn Classic 7th Oct 2017

Mon 2nd July**JOC South Downs Annual Picnic,
Kithurst Hill**

Contact David Wright
E southdowns@joc.org.uk
T 01903 746101

Thurs 5th – Mon 9th July**JOC @ Classic Le Mans**

Contact John Donegan
T 01580 201167

Sat 7th – Sun 8th July**JOC @ Historic Vehicle Gathering,
Powderham Castle**

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

Sun 8th July**JOC @ Kimbolton Fayre &
Classic Car Show**

Contact Bernard
E Tominey threecounties@joc.org.uk

Sun 15th July**Classics at the Castle 2018**

Contact Phil Fish
T 07952 942048
E southern@joc.org.uk

Sun 22nd July**JOC @ Riviera Classic Car Show, Paignton**

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

Weds 25th July**JOC @ Classics on the Common,
Harpden**

Contact Bernard
E Tominey threecounties@joc.org.uk

Sun 29th July**JOC @ SADCASE Classic Car Show**

Contact David Wright
E southdowns@joc.org.uk
T 01903 746101

Sat 4th – Sun 5th August**JOC @ Hebden Bridge Classic Car Show**

Contact David Manock
E northwest@joc.org.uk

Sun 5th August**JOC @ Mount Edgcombe
Classic Car Show Cornwall**

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

Sat 11th – Sun 12th August**JOC @ South Gloucester Show**

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

Sat 11th August**Jensens at the Ace Cafe, London**

Contact David Devine
E westlondon@joc.org.uk
T 0208 8452765

Sun 12th August**JOC NW @ Stonyhurst Classic Car Show**

Contact David Manock
E nw@joc.org.uk
T 07506 001431

Sun 12th August**JOC South Downs @
Cranleigh Classic Car Show**

Contact David Wright
E southdowns@joc.org.uk
T 01903 746101

Wed 15th August**JOC South Downs BBQ**

Contact David Wright
E southdowns@joc.org.uk
T 01903 746101

Sat 18th Aug**JOC South Downs @
Capel Classic Car Show**

Contact David Wright
E southdowns@joc.org.uk
T 1903 746101

Sat 18th – Sun 19th August**JOC @ Passion for Power, Tatton Park**

Contact Adrian
E Howells cheshire@joc.org.uk
T 07909 681731

Sat 25th – Mon 27th August**JOC NW @ Oulton Park Gold Cup**

Contact David Manock
E nw@joc.org.uk
T 07506 001431

Fri 31st Aug – 2nd September**JOC @ Hampton Court
Concours D'Elegance**

Contact David Wright
E southdowns@joc.org.uk
T 01903 746101

Sun 2nd September**1000 Classics Cars @
Cholmondeley Castle**

Contact Adrian Howells
T 07909 681731
E cheshire@joc.org.uk

Sun 2nd September**Classics & Sportscars the Lake**

Contact Peter Heywood
E suffolk@joc.org.uk

Sat 15th – Sun 16th September**JOC NW @ Nostalgic Weekend**

Contact David Manock
E nw@joc.org.uk
T 07506 001431

Sat 15th - Sun 16th September**JOC @ Manchester Classic Car Show,
Event City**

Contact Adrian Howells
T 01270 664 609 or 07909681731
E Cheshire@joc.org.uk

Fri 28th - Sun 30th September**Dutch Autumn Weekend in Ostfriesland
Het Jensen Genootschap Holland**

Contact Kees Oudesluijs
E coudesluijs@chello.nl

Thurs 4th - Sun 7th October**JCC Switzerland International Event
Jensen Car Club of Switzerland**

Contact Felix Klister
E office@jcc.ch

Sat 6th October 10:00am - 4:00pm**JOC @ Castle Combe Autumn
Classic 2018**

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

Fri 9th – Sun 11th Nov 2018**JOC @ NEC National Classic Car Show**

Contact Shaun Winfield
E chairman@joc.org.uk

Jensen Owners' Club Area Representatives



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EUROPE - EAST AND POLAND - SZYMON (SIMON) RAJWA - 0048 601 255 629
AUSTRALIA - TONY COPE - australia@joc.org.uk

JENSEN PW



Jensen PW. The car is currently in Thailand and the owner is talking to Pickford's International Movers about bringing the car to the UK. Ideally he would like to have a purchaser prior to shipping, hence, all realistic offers will be considered. The car is registered in Thailand in the owner's name for the past 10 years. He believes the car was shipped to Bangkok for use by the British Embassy in Bangkok. The owner is returning to the UK with his family. Contact John Richardson on utsjrr@loxinfo.co.th

INTERCEPTOR



Interceptor Mk I, - VIN: 115/3342. Full Bare metal respray and restoration, original colour (closest modern equivalent). Matching numbers, only 60,000 original miles. Reupholstered and renewed interior. Faithfully restored as original, but benefitting from period American Racing alloy wheels fitted with new tyres, and a later option vinyl roof. Full stainless exhaust, all re-chromed and a new set of stainless bumpers. Even has the original jack. Drives superbly, completely overhauled brake system. Restoration folder full of receipts and 100's of photos. This Outstanding vehicle

is located in Bedfordshire. £60,000. Phone Carter - 07834779231. or email - carter.oconnell@ntlworld.com for any further details you may need.



Interceptor Mk III 2240/9419, 44k genuine miles, immaculate condition throughout. First registered on 15 March 1974 to my father; inherited by me in 1989. £23k documented spend with Cropredy Bridge in 2000 and a £50k complete bespoke nut and bolt restoration by Rejen to original factory standards in 2010. Full documentation (including Jensen original build file) available. Exhibited at the NEC in 2013, appeared in Classic Car publications and in Rejen promotional literature. Serviced and Mot'd in April. A truly stunning example of this marque. Price £95,000. Located in Norfolk. Phone Simon on 01328 316275.

PARTS FOR SALE

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

Original Jensen / Chrysler / Holley parts to fit SP - SP genuine cast iron manifold in good order, no cracks, needs cleaning and repaint; 3 X Holley Carb set with some linkage, needs refurbishing; and SP race track air cleaner base and lid (no element), will need repaint. Interceptor original factory workshop manual and Interceptor A/C workshop guide. Offers to: andy.hunter@drivelease.com

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, C-V8 Mk I and 2. Set of 4 alloy original dot pattern door vertical trim plates C-V8 Mk III. 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 C-V8. 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 C-V8 - Front quarter light window pivot stud with securing pin both in S/S to repair broken off closing handle. 541 through to C-V8 - 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 pictures please view www.flickr.com/photos/jensensparses/sets/

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 many unique upgrade and hardware kits. Visit our website www.interceptor.org or give us a call 425 788-0507 (Eastern Time in the U.S.). We look forward to hearing from you.

Rare 541 Parts - Crankshafts and bearings old and new, rear side windows catches, bonnet flap chrome surrounds, camshaft, damper, brake pads, clutch and brake master cylinders, some quarter light front glass, various switches, chromed sidearm supports, old carpets as template for new, lamps and bulbs, rear chromed number plate lights, and other parts. JOC Member 10163 Contact Bernard Tominey on 07595 221642 for enquiries or email me on bernard.tominey@gmail.com

541S - Rear Bumper in good condition but requiring rechroming - £400. Lifting jack - Offers. Contact Duncan 01278 662093 (Taunton)

541 - Door parts - complete nearside door with frame plus offside door skin only. Both are in need of attention but very useable. Contact Roger Harman 01480 497288.

Private Reg. Plate - FF 9181 - Private sale, no third party fees involved - £2100 Phone Keith on 07732400032



Car Covers - Italian lightweight, breathable, durable, weatherproof semi-tailored covers for all Jensen models. Manufactured in Dupont 'Tyvek' with heat reflective silver finish, c/w Tyvek carry bag for compact stowage. Prices £125 - £130 -15% to club members includes UK carriage. Contact Peter Thompson at BEL Classics Ltd, 01785 850336 or 07815489050, peter@belclassics.co.uk. JOC member 4096



Jensen Healey Hardtop. Not in use for 25 years but in great condition as it has been stored inside. The rubber seals are still OK and the heated rear glass screen is still intact with the switch in the ceiling area. The vinyl is in very good condition. There is a slight dent in one part of the trim which should straighten out. In need of a bit of TLC. Collection from Brighton. Price £275. Phone: 07834 600 879 Email: traceharris1@aol.com

Jensen Interceptor Mk III Interior. Full interior just trimmed in Saint James Red hide. Please ring Dennis Hayward for details. South Yorkshire Phone: 01909 732 750

Interceptor MK III Wheels, Set of 5 Jensen interceptor MK III 15 inch wheels in good condition. May split, £900 for the 5 or sensible offers please call Richard on 07510016782 for more details. Based in East Sussex.

Interceptor Mk II Parts, I have dismantled a series II Interceptor and I'm selling many of the parts. Please telephone with your requirements. Located in the North West. Phone Stephen on 01704 840475.

WANTED

Jensen Interceptor Convertible - I am looking for a straight and reasonably rust free car, don't mind rhd or lhd. If you have one for sale or have one you might be interested in selling, please contact me. Telephone: Simon on 0795 665 7186 Email: sjdrachman@ntlworld.com

Jensen Interceptor Mk2 or Mk3 - I don't mind the condition, from a good running car through to a rolling restoration or a full on project. If you know of one for sale or have one you might be interested to sell, please contact me. Telephone: Simon on 0795 665 7186 or sjdrachman@ntlworld.com

Wanted 1950's 4 litre Interceptor parts. Undertaking a major restoration and anything will be considered from a panel to a complete car or a stalled incomplete project. Cash waiting. Telephone Darren Barnes 07973961640 or Email join@joc.org.uk

Jensen SP/Interceptor. Anything considered together with owners' manuals, tools, memorabilia and anything relating to the Jensen Marque wanted by genuine fanatical collector! Call Tim on 01322-333484/ 07956-271230 or Email timspjensenclark@yahoo.com

Dunlop brake reservoirs, C-V8 Mk III/early Interceptor style Preferably new old stock, but good second-hand would be okay. Ulric Woodhams, telephone: 01694-781354. Email - ulric@ulricpublishing.com

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. Email - ulric@ulricpublishing.com

If you wish to repeat or change your Classified advert in the next magazine, please contact ads@joc.org.uk by Friday 10 August.

Send your classified advertisements to:

Stuart Turner, 66 Riverside Way,
Hanhams, Bristol BS15 3TF.
Tel: 07814 039889 E: ads@joc.org.uk

All classified advertisements are FREE to members and non-members alike, provided that they are not businesses or trade adverts and are motor related (see rates panel). You may include a PHOTO free of charge, which will be used if space permits. Photos cannot be returned unless you include an SAE.

Advertising rates as of January 2018:

Full page:	£220
Double page spread	£400
Half page:	£115
Quarter page	£60
Eighth page:	£39
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(up to 10 lines)	£15
Leaflet inserts:	£350

No VAT is payable, we are not VAT registered. Traders' invoices are sent out with a copy of the magazine in which the advert appears. Payment is due after receipt of invoice.

**FINAL DATE FOR SUBMISSIONS:
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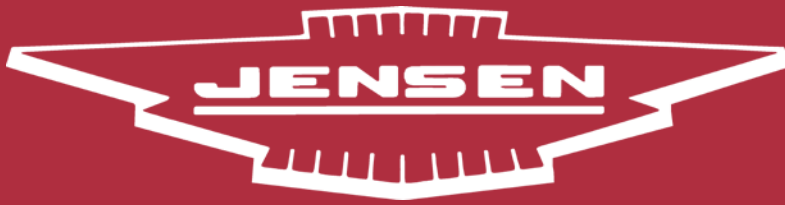
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