

# Jensen

*Issue 261 September – October 2018*



OWNERS' CLUB



***Event Special***



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**We live in interesting times....**  
Read Richard Gibson's saga about how not to attend the 2018 International (he deserves a Gold Star for effort); I think we have all had similar experiences with our cars at some time or another....

For myself, I've still not got around to doing the rear leaf springs and underside rustproofing of my FF; instead I've been rejoicing in the intricacies of wiring the starter solenoid properly, replacing a failed fuel flap solenoid, replacing the gaiters on the front lower ball joints (thanks Dr Dave – they did fit); and finally rebuilding the mechanism for the 3-speed blower fan. Despite many travails and mistakes (including a frightening dashboard fire which burnt out a few wires), everything is now safely back in place and working properly. And Big Thanks to my son Andrew for sorting out my burnt wiring and the blower fan switch....



And the lesson here? Make copious notes and take photos of everything BEFORE disassembly; then read the flipping (polite term) manual too before you start work.... Problem for me was that there wasn't any data or manual for that 3-speed blower fan, as far as I know. It's the sort of data that may have existed, I guess, somewhere in a Lucas archive, but certainly not in the Jensen Workshop Manual....

This issue of the magazine is full of Event reports; my apologies to those new members and others whose excellent articles have had to be postponed until the next issue; there are several exciting restorations still to be published too, and Torque magazine should still make an appearance this autumn.

**Paul**

*Below left: 3-speed blower fan switch – incorrectly reassembled!  
Below: Very sound advice from the Master himself....*



## Disclaimer

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## Publication

The Jensen Owners' Club magazine is published bi-monthly on the 1<sup>st</sup> of each month starting in January. **The submissions deadline for the November/December issue #262 is Fri 5 October** 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

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](mailto: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 Newman's S-V8 won the Chairman's Award at the 2018 International (Photo by Nic Cooper)

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## A view from the bridge



**I am writing this on yet another very sunny and warm morning - thinking back to the Spring Break weekend - what a complete contrast!**

In my previous Chairman's Interception a number of issues had arisen but at the time of writing were unresolved. However, I am pleased to say one, namely Regalia, has been resolved with Raj Mangroo taking up the mantle. Whilst the on-line shop is not yet back up and running,

enquiries can be made by emailing [regalia@joc.org.uk](mailto:regalia@joc.org.uk).

The other issue is of course Concours. The decision taken at the Open Day to make this year's Concours the last resulted in a small but excellently-presented number of cars at the International this year. This, coupled with an impressive car park full of "Show'n'Shine" contenders, has led me to think that perhaps this will not be the last. Two members have come forward wishing to assist (read organise) for future years. It is not the quality of the cars that is the issue, but the numbers entering. Hopefully an announcement can be made in the autumn as this subject will be discussed at the next Committee meeting.

Talking of the International, many thanks to Stuart and Gill for putting together a brilliant weekend at a very competitive all in rate. Thanks go to Bill and Wendy, Alan and Jean, Nic, Stuart, the Concours and Show n' Shine judges, and indeed all who made it such a great event. Not the largest car park but we coped in brilliant weather. And as for the drive out, well... need I say more!

So what else has been occurring? It is great to see our cars out and about, all over the country and in other countries too. The great US road trip appears to have been a very memorable event for those involved. There now appears to be a possibility of our US friends coming over the pond in a couple of years' time.

As for myself, I learnt two important facts on my trip to Classic Le Mans. First one, an Interceptor cannot run across a motor racing circuit run-off area without bogging down. No, I was not in difficulty on the Mulsanne Straight, but trying to get off the inner Bugatti circuit to get to the hypermarket for the food for our BBQ. Many thanks to the French Porsche group for assisting and Herve, it was good to see you again!

Secondly, I established that my fuel gauge does not read empty but sits about 2mm to the right of the E. I broke my own rule of topping up at the first opportunity when in foreign lands once the needle goes below half. Result was coming to a stand one mile from the petrol station and about 21/2 miles from the ferry. Many thanks to Matt and Elliot in the "interesting" Mercedes for sourcing fuel and ensuring our onward travel.



It would be inappropriate for me not to mention the news regarding the vehicle regarded as the first "true" Jensen, namely the "White Lady". Many of you will know by now that the car has been acquired by our Early Cars Registrar, and is on its way across the Atlantic to Europe. Hopefully, the car will make a much belated public appearance at the NEC in November along with other pre-war 1938 Jensens, and also with a full nut and bolt newly-restored SP that was a barn find a few years ago. This year's NEC theme is "Built to Last" which I believe we can fully demonstrate with these cars. The code for reduced rate tickets for the NEC show are on the Forum in the Members' Only area, and in the NEC advert in this magazine.

Regarding other matters, we are still looking for an Advertising Secretary. A very important role. Somebody somewhere out there surely would wish to take up the mantle? Also, the Three Counties area (Hertfordshire, Bedfordshire and Cambridgeshire) is still looking for an area representative.

And finally, the General Secretary recently sent out a questionnaire to Area Representatives to try to establish the extent of involvement and engagement around the country. It has been of no surprise that the response to this was somewhat less than 100%. I am therefore minded to undertake a full review of the JOC area arrangements as it is clear that some areas represent a quite large expanse of the country and are moribund. Perhaps merge with adjoining areas or disband completely? Perhaps a case of if you don't use it, lose it?

Until the next time.....

**Shaun**



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# Doing things in style – Rallye du Pays de Fougères 2018

I hadn't previously realised how much the French appreciate old cars. Having just completed our first Fougères Rally, something that had been on our list of things to do for some while, it is very clear that they do indeed love everything about classics: the technology, the romance, the style.

The start of this year's rally saw around 190 cars assemble on the promenade of the main beach in Dinard on the north Brittany coast, giving the locals and tourists the chance to examine and admire all the cars close up. The afternoon run to Fougères took all the cars through the winding back roads of the more elegant suburbs of Dinard, past imposing private villas dating back to the 19th century, before heading out onto the open roads, and at every corner and junction people gathered to watch and show their appreciation.



*Bugatti Ventoux amongst the cars gathered at one of the chateaux*

Just under 30% of the cars were pre-war, but this was said to be down on previous years. The oldest participant was a 1909 Hupmobile whose owner could be regularly seen through the steam and smoke, wearing his period bowler hat. Further pre-war rarities included a 1922 Voisin, a 1939 Lagonda Brooklands race car and a reconstruction of a 1933 Panhard et Levassor record-breaker.

At the other end of the scale just over 5% of the cars were younger than 1969, leaving the great majority dating from 1945 to 1968. This

age group covered all of the four participating Jensens: Joerg Huesken had covered the 1500 kms or so from Saxony in his C-V8 since his early Interceptor was not road-ready, Mathias Kramer also brought his C-V8 from Germany and our 541R was joined at the last minute by Jane and Dave Turnage's 541S after the diff on their Alvis Speed 25 had refused to cooperate not very long into their journey from Essex.

The wide selection of marques was dominated by British names (Alvis, Crossley, Bristol, Armstrong-Siddeley, Lea Francis, Swallow-Doretti, Marauder, Lagonda and many other more familiar makes), whilst French brands made up the second largest national group with examples from Darracq, Amilcar, Delage, Bugatti, Delahaye and more.

The rally takes place over three days, with relatively leisurely drives each day to different destinations, punctuated (of course) by a lengthy stop for lunch.

The destination for the second day was Granville, a coastal resort just north of the Mont St Michel. In its heyday, its reputation for style and glamour can only have been enhanced by the fact that it was the birthplace and home of Christian Dior.

Dior was born in Granville in 1905 and died young at just 52, apparently from overindulgence - although overindulgence in what cannot be verified. A variety of causes leading to his heart attack during a visit to Italy in 1957 has been suggested, from choking on a fish bone, playing a game of cards (really?) to a strenuous sexual encounter.

However, the guide at his villa in Granville, now a museum, claimed that on the night before he died he had eaten a kilo of foie gras. Doing things in style was apparently not reserved solely for his professional life.



*Christian Dior's villa at Granville*

The current mayor of Granville is clearly committed to maintaining the town's style connection and when asked by the rally organiser to nominate her favourite car from all of the 180 or so gathered in the car park opposite the marina (no, there was no well-maintained and cherished 1970s Morris present) she decided on our 541R. In explaining her choice she highlighted the colour, the style, the colour, its wonderfully resolved lines, the colour and the fact that it was registered in 1960, the year of her birth. She also liked the colour! All in all it was a very great satisfaction to be preferred over a Bugatti Ventoux, coach-built Delahaye and other covetable exotica. Being chosen as the mayor's favourite was rewarded with a framed aerial photograph of Christian Dior's cliff-top villa.

The return from Granville to Fougères presented a contrast to the usual stately convoy and the German owner of an Aston Martin DB2/4, sandwiched between our 541R and Dave and Jane Turnage's 541S, was clearly impressed with the ready performance of the two Jensens when opening up on the inviting stretches of French route nationale.

He later said that that was his most memorable drive of the rally - and he was pleased that he managed to keep up.

Marque of honour for this year's rally was Bristol, and a photo shoot was arranged for the Saturday at one of the innumerable local chateaux, now operating as a hotel. Particularly eye-catching among the 32 examples was a Touring-bodied 401 of 1948.

For the climax of the rally on the Sunday, all of the cars gathered within the grounds of the mediaeval Fougères castle, which provides a stunning backdrop to this eclectic mix of historic automobiles.

From late morning to early afternoon the cars are available for visitors to the castle to wander around and take a good look.

Then all cars proceed from the castle to the main square of Fougères where Patrick Rollet, the organiser and driving force behind the rally, presents each car to the public individually and without notes. Free seating is arranged for people to watch the cars being presented whilst many more line the streets along the designated route where they can talk to the drivers and occupants.

For those not leaving on Sunday evening to start their way home, the final morning involved a further convoy drive to another local *chateau* for a compulsory lunch before taking final farewells.



*Touring-bodied Bristol 401 at Dinard beach*

*Peter and Jackie Neale receive the Mayor's Choice award*





This particular residence was privately owned, but the organisers appear to be able to obtain access to most desirable properties in the region. This is just as well as, with around 400 people to cater for at every meal, it is clearly necessary to find venues large enough to accommodate all participants.

Whereas some of the locations were decidedly utilitarian, the *Couvent des Urbanistes*, a convent dating from 1680 and now serving as Fougères' cultural centre, was a fitting and memorable setting for dinner on the final evening.

In recent times, the Rallye de Fougères has been directly centred on Fougères every second year, with a different location being chosen for alternate years.

For next year's 25th edition, the western Brittany town of Morlaix has been selected.



*Townpeople line the streets to see the cars*



*The two 541s of David and Jane Turnage, and Peter and Jackie Neale*



*Cars gathered within Fougères castle*

Full details will not be available until the end of this year or early in 2019. We are already considering taking part again, and are likely to be in the company of many more from these shores. Maybe it's because it is such a short distance from the channel ferry ports that there is a very high proportion of British participants, this year accounting for just under 60% of the total. The ever-friendly and appreciative reception, the drives on some inviting and well-surfaced roads, the peace of mind offered by an accompanying recovery truck with two professional mechanics, a highly eclectic mix of classic vehicles and just a little touch of French style, all make the *Rallye du Pays de Fougères* a most memorable event in the classic car calendar.

***Peter Neale***

## 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 Smith .....01380 726876  
 Tony Davies .....01270 761444

### Jensen FF

Dave Barnett..... 01708 456439  
 .....essex@joc.org.uk

### Jensen C-V8

Chris Walton .....0121 3547441

### Jensen 541

David & Jane Turnage.....01206 273140  
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### Jensen-Healey

Martin Shirley .....02476 385535  
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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 MKI/III	F	£28
Interceptor MKI/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 MKI/III	small	F	£18
Interceptor MKI/III	large	F	£18
Interceptor MKI/III	small	R	£18
Interceptor MKI/III	large	R	£18
Healey sports		F	£14

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# *Terenure College Dublin Classic Car Show*



*FF MkI of Martin Kennedy*

**The 27th Irish Classic & Vintage Motor Show, Ireland's largest Classic Car Show, was held in the grounds of Terenure College, Dublin on Sunday 1st July amid glorious sunshine. Some 1400 cars were present and our small but enthusiastic group of Irish Jensen owners had seven cars on display which allowed us to have a dedicated display area.**

The chosen charity this year was 'Help Emma beat it' a fundraiser to help a lovely 20 year old young lady, Emma Naughton, complete very expensive cancer treatment in the U.S.A. for a very rare Fibrolamellar cancer. So it was a win- win all round and Emma was there herself on the day.

The bright sunshine brought thousands to the show and the Jensen stand was particularly busy with members fielding the usual questions about the marque from many people who had never seen one before, and from those who had nostalgic memories of either owning or envying one. On display were two Interceptor MkIII's, one Interceptor MkII, one Interceptor MkI, a C-V8, a Jensen Healey and, a surprise to us all, a beautiful fully-restored 541 in 'Ferrari Rosso Red' brought by Brian & Yvonne Kinsella. This car probably attracted the most

attention as it looked stunning inside and out. Unfortunately we were due to display Martin Kennedy's lavishly-restored FF but it developed a brake servo issue on the day and couldn't make the journey. Also missing was Patrick McCloskey's beautifully-restored Interceptor MkI, but hopefully all will be available for next year, together with other restoration projects currently in the pipeline.

Thanks to Justin, Alan, Jim, Philip and Brian, and especially to Mark for bringing the gazebo, which kept the intense sunshine at bay. After almost seven weeks' of continuous sunshine our 'emerald isle' is starting to look more like an Arizona desert!

To our friends and colleagues in the UK and further overseas, always remember that a warm welcome awaits you in Dublin if you ever plan a visit with your cars. The first Sunday in July is usually our big all-day event and extremely family-friendly. To other Irish owners or soon to be owners - get in touch - we'd love to hear from you.

***Gerry Fitzsimons***



*Above: The 541S of Brian and Yvonne Kinsella. Below: C-V8 at the show*



# Membership Matters

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

**T**his time of the year is quite mundane and a welcome break after the hectic early months, but there is still plenty to keep me busy with the day to day running of the membership and enrolling a steady stream of new members, who all have a story to tell. The total membership up to date, 8th of August, is 1351 which compares well with the total this time last year of 1358; if we continue at this rate we should meet the 2017 year end figure or be very close to it - the same cannot be said for many of the other large owners' clubs who are suffering with membership losses.

It's time to start contemplating how you will pay for next year's subscription, so why not beat the rush, save a stamp and me a lot of grief by joining the new direct debit scheme? Just send me an email and we will sort it out very quickly, the payment will then be taken on the 1st of January every year until you notify us otherwise. More details of how to pay will be in the next issue on the renewal notice.

Work, metal and mig wire are disappearing into my latest black hole of a restoration but its starting to vaguely resemble the look of a car, bulkhead is now repaired and in place, the rear end next.

New and rejoining members since last issue:-

10794	P Jensen	France	
10795	M Clarke	Hitchin	
10796	N Barber	Rickmansworth	
10797	G Brown	Florida USA	Int MkII
10798	P Baker	Stoke on Trent	Int MkIII
10799	B Lutt	Washington USA	Int MkIII
10800	D Watkins	Sandown	Int MkIII x 2
10801	A Tingle	Bradford	C-V8 MkII
10802	B Izzard	Wimborne	
10803	P Keen	Kelso	541R
10804	R Sauerwein	Germany	Int MkIII
10805	H Kremer	Germany	Int MkI
10806	W Peters	Buntingford	
10807	R Green	Westbury	C-V8 MkIII
10808	J Fisher	Romford	
10809	R Heard	Braintree	
10810	S Castle	Bicester	
*10275	R Brotton	Barnsley	541R
*9533	G Head	Southampton	
*10476	B Scarles	St Leonards on sea	Int MkIII
*6688	P Hobday	Billericay	

*\* Denotes 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](mailto:join@joc.org.uk) Tel: 07973 961640



*My early Interceptor restoration is slowly progressing - more photos next time!*



## Jensen Healey Registrar



David Booth preparing his car for the 2018 International's Concours – he came 4th overall, and won the award for the best Jensen Healey

**W**hat an amazing time we had at the Abbey Hotel in Malvern. I am sure there will be lots of pictures, but the turnout of Jensen-Healeys was very good and at one stage we had a Jensen-Healey corner! I am very grateful to Rob Heydon who looked after you all (which must have been very difficult for him without his own car) but I seem to remember he did manage a ride out with David Devine.

David Devine preparing his car for the 2018 International's Concours – he came 4th overall, and won the award for the best Jensen Healey

It seems as if the tide has turned and Jensen-Healeys are out and about again. At the Newby Hall show there were four Healeys and one GT as opposed to the usual one or two. I hope this will continue, and you all feel welcome when you come to shows. I know the current hot, sunny weather helps, but a Jensen-Healey is always fun to drive.

As far as I know Rob is still arguing with his Insurers about the value of his car. Please make sure you have a realistic up to date valuation for your car. Classic Car Weekly included the Jensen-Healey in their Smartest Sports Car Buys on 18th July but I did feel their suggested current value of £6,000 was too low. I know that good quality cars

are selling quickly for around £14,000 and probably more in Europe, so don't undervalue your car if you decide to sell.

In the last magazine, following Rob's engine fire, I mentioned the problems that classic car owners are having with ethanol in fuel. I had my fuel lines checked and all the pipework round the fuel tank and fuel pump was replaced because the existing pipework was very brittle. I would urge you all to get you fuel hoses checked and replaced if necessary. Just remember to make sure the non-return valve doesn't get thrown away. High octane fuel is also recommended. Classic Car Weekly reported that Sir Greg Knight, Chair of the All Party Parliamentary Historic Vehicles Group, and The Federation of British Historic Vehicle Clubs, are trying to ensure that low-ethanol fuel continues to be available after the introduction of E10.

I would also like to remind you that the JOC's Jensen-Healey service tools are available for members to borrow for the cost of the return postage.

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## JOC INTERNATIONAL 2018

The stunningly beautiful Great Malvern Priory represents almost a thousand years of history. Building started not long after the Battle of Hastings and by the end of the 15th century reached the size it is today. The Priory has probably the most complete set of medieval stained-glass windows in the country including the great windows donated by Richard III as Duke of Gloucester and by Henry VII. After the dissolution of the monasteries under Henry VIII, the local parishioners bought the Priory to replace their dilapidated parish church for the princely sum of £20 but after that they had little money for repairs or alterations and so the 'Popish' medieval glass survived almost untouched.

This, then, formed the backdrop to the 2018 JOC International, the somewhat quirky and ivy-clad Abbey Hotel adjacent to the Priory being the chosen hotel. Built on the side of a hill reception was on the second floor, the restaurant and 1st floor bedrooms being down one level instead of up!

*The historic Great Malvern Priory adjacent to the Abbey Hotel*



*Bill and Wendy Froome, Alan and Jean Smith did sterling work meeting and greeting arriving members*

The food and service in the hotel was first class preparing, meeting and greeting everyone – and assisting with the interesting car parking arrangements too!

Alan and Jean Smith and Bill Smith and Wendy Froomes manned the meet and greet station welcoming everyone and handing out welcome packs which included meal vouchers for the weekend. Gradually on Friday the car park filled with Jensens as friends old and new greeted each other. A buffet dinner on Friday night was included.

Saturday dawned bright and sunny, concours entrants who had already arrived were hard at work with final detailing and preparations. The AGM started at 10.30am and while that took place some of the ladies took the time to have a guided tour of the Priory. After lunch, for those who wanted to take part, a drive out tour of the local countryside had been planned by Stephen Zacaroli with a stop off mid-way at Weston's cider mill where guided tours were arranged. For those



*Left: Joan holds 10,500 gas of cider! Above: Preparations for the Concours competition started some time ago for Ian Proudfoot's winning car*



interested in cider, Weston's is a traditional cider mill making cider the traditional way (as it has done for more than 200 years), maturing the beverage in oak vats all of which are named instead of numbered. The largest vat holds over 42,100 gallons. Pictured here is Joan, one half of the Darby and Joan pair and which hold 10,500 gallons.

Returning to the hotel the traditional dinner/dance was held in the hotel banqueting suite. Matt Watts, Managing Director of Cropredy Bridge Cars gave an after dinner speech during which he outlined his view of the market regarding Jensen cars, and committed Cropredy to supporting the JOC; he also said that JOC membership would automatically be included with all future car sales from Cropredy.

Entertainment was then provided by the Polka Dots trio and a disco until midnight.

Sunday again dawned another bright and sunny day and from early morning came the sound of Jensens arriving for the day. Very soon the car park was filled to overflowing with Jensen examples of all models from the early Interceptor through to S-V8. Final preparations by the concours entrants were being made and judging got underway. The car park buzzed with conversation as visitors old and new mingled and talked about all things Jensen and non-Jensen! Lunch again was served in the banqueting suite and the day ended with the results of the Concours competition and presentations.



*David and Jane Turnage and their 541 set off on the Drive Out tour – the car won the Wally Hall shield for covering the most annual mileage*



*Andy Medland far right) and his Interceptor MkIII (article about this car in the next issue)*



*David Battisby's Jensen Healey*



*Chris and Rose Roberts'  
Jensen Healey – owned  
by them since 1978*



*Ron Smith and Dave Pearce judging the Concours - David Wright's C-V8 III*



*Nic Cooper helped judge the Show n' Shine (as well as taking most of these photos of the International)*



*Peter Neale's 541R won an award in the Show n' Shine*

During the Saturday dinner/dance and also during Sunday Clive Bishop, ably assisted by Lindsey Bishop and Jackie Pym, were raising money for Prostate Cancer charity by selling raffle tickets for an illuminated Jensen-Healey garage sign. With donations made before the weekend, Clive was able to announce that a total of £638 had been raised.

Our grateful thanks go to Stuart and Gill Allan for organising the International Weekend.

***Chris Reed***

## JOC International Weekend Concours 2018

What a fantastic weekend we had in Malvern with wall to wall sunshine and lots of stunning Jensens filling the car park of the Abbey Hotel.

Concours Results 24th June 2018				
Place	Score	car	reg. no.	Owner
1	98.7%	541S	912 UPF	Ian Proudfoot
2	97.5%	Interceptor III	TBY 232L	Andy Medland
3	91.8%	Interceptor II	WAB 530	Stewart Kelsey
4	88.9%	Jensen-Healey I	OEC 66L	David Booth
5	87.5%	SV8	S2 KEV	Kevin Newman
6	81.4%	Interceptor III	7198 YZ	Richard Shuttleworth
7	80.8%	Interceptor II	CEA 1J	Eddie Harrigan
8	80.7%	541 R	YLR 636	Alistair Thomas
9	73.7%	CV8 III	FYF 8C	David Wright
10	73.2%	Interceptor II	VOC 373H	Terry Grange
11	57.2%	SP	LRO 731L	John Tunnicliffe
12	56.0%	Interceptor I	BYY 56G	David Holloway
13	55.6%	Interceptor I	FMA 559F	David Martin

Major Awards 24th June 2018			
Best 541	541S	Ian Proudfoot	912 UPF
Best C-V8	C-V8 III	David Wright	FYF 8 C
Best Interceptor	Interceptor III	Andy Medland	TBY 232 L
Best Jensen-Healey	Jensen-Healey I	David Booth	OEC 66 L
Wally Hall Shield (highest annual mileage)	541S 6346 miles	David Turnage	16 BXX
Members' Choice	Interceptor II	Eddie Harrigan	CEA 1 J
541 Registrar's Choice	541 R	Peter Neale	800 NPF
Chairman's Choice	S-V8	Kevin Newman	S 2 KEV
Strathcarron Cup	541S	Ian Proudfoot	912 UPF

After an AGM discussing if there was a future for Concours, people's attitudes seemed to change and the cars in this year's competition were greatly admired. Ian Proudfoot was a worthy winner (although I am sure many of us awoke to the dulcet tones of Team Proudfoot getting to work on 912 UPF early on Saturday morning). I can remember the days when for several members the routine for Concours was to spend all day Saturday preparing a car, changing for the dinner dance in 20 minutes flat, dancing the night away and up again at 6.00 a.m. to check the car again. How times have changed!

There were many cars in the car park this year as good as, or even better than, some of the cars entered in Concours. In fact, the Show'n'Shine judges found it difficult to select one car for each class. Perhaps this was not to be the last Concours after all.

Jensen Owners' Club Show'n'Shine Results 24th June 2018			
class	model	owner	reg. no.
Early Cars	Early Interceptor	Mick Barnett	PXD 184
541	541R	Peter Neal	800 NPF
C-V8	C-V8 II	Barrie Warrener	PBV 772
Interceptor	Interceptor III	Richard Lambert	BAB 33 M
Interceptor variants	FF I	Martin Ritchie	CMB 898
Sports Cars	Jensen-Healey II	Keith Lee	GUN 7



Acting Concours Sec Helen Newby



541 Registrar Dave Turnage benchmarking a member's 541

I would like to thank the backroom team and judges for their assistance and everyone for their support over the weekend, particularly their patience when it came to the car parking!

**Helen Newby**  
Acting Concours Sec

# How *NOT* to attend the JOC International....



The Interceptor MkII of Richard Gibson

**L**ast spring, having owned my Mk II Jensen Interceptor for two years I attended my first JOC event in the Durham area. My intention had been to attend in the Jensen but, due to a little over-enthusiastic prodding with a screwdriver; I discovered a tin worm attack in the front foot-wells of the car, on both sides....

After purchasing the requisite floor sections through Keith Jackson at Martin Robey the car was handed to my local car restorer for repair. Unfortunately this occurred over the time of the spring event and my wife and I had to attend in her car, not a Jensen.

Consequently, I was determined to attend the 2018 JOC International event in Malvern.

As soon as the opportunity arose my booking was made and the fee was winging its way to the club organiser. In April, the Jensen was put through its MOT test and serviced in preparation for the long drive to Great Malvern. A couple of local events were attended with no issues showing up, so all was set and confidence abounded. Because of the distance (we live just outside Inverness), my wife and I decided to drive down to Malvern on Thursday, so extra nights were booked at the hotel for Thursday and Sunday night.

Up to this point in my ownership of the Jensen, the furthest it had been driven in one go was about 250 daylight miles on the Moray Miglia, but the car is a long distance grand tourer of good pedigree so should perform perfectly....

I took the decision to make the journey to the International at night starting at 23h00 Wednesday night in order to hit the roundabouts at Perth and the motorway around Glasgow in the quiet time. BIG MISTAKE.

We set off in bad weather, heavy rain and wind, but made good time to Perth. We went round the first roundabout, heading to the

Glasgow/Edinburgh highways, no problem. At the second roundabout (Broxden) disaster struck, the A9 was closed, completely for overnight resurfacing. (It staggers me how anyone can totally close a major road in the tourist season, with no warning, or information signage).

A diversion was in place which took us via Crieff to the A9 at Gleneagles adding about 20 miles to our journey. This road is a pleasant scenic run in the daytime but at night it is twisty with a lot of sharp bends. Back on the A9 again and time for a fuel stop, but the toilets were closed for the night at the services, so a bit of leg crossing was required before the next stop on the M9 (feasible when you only have two pedals to worry about).

Onward down the A9 to the Bridge of Allan roundabout and the M9 for Glasgow and Edinburgh. About 10 miles down the M9 and the M80 to Glasgow is closed diverting us to Edinburgh continuing on the M9. As there are no services on this road we continued along the motorway very post haste to the Edinburgh ring road and the services at the Dreghorn junction. RELIEF.

Back on the Edinburgh bypass I decided to take the A702 turn off, via Penicuik and Biggar, to the M74 at the Abington services.

Because of the early morning hour the road was clear (although again twisty) and it was still dark enough to need headlights although the weather had improved. Despite the road difficulties my journey was going well with the car performing perfectly and due to the early start we had plenty of time. TOO CONFIDENT TOO SOON.

About 15 miles short of the services my headlights started to dim, then recover, then dim again, a quick glance at the voltmeter revealed the needle dropping to the red, then recovering to 13v, then back to the red at 5v, Oh dear! Problems. By the time I reached the services my voltmeter was staying in the red. I decided to top up the fuel and have a look. Refuelled I turned the ignition key only to find the battery dead,

no real surprise there then. By now it is 04h00 and I am blocking the fuel pump in the petrol station. TIME TO CALL THE AA.

To my surprise, considering the time and the location, an AA mechanic arrived within about 40 minutes. We pushed the Jensen clear of the fuel pumps and the AA mechanic jump started the car. (The AA mechanic, who is a young guy, soon realises that there is nowhere to plug in his laptop and must fault find the old fashioned way)..... With the engine running the voltmeter was showing 13v until the lights were switched on when it dropped to 4v. Lights off again and the engine running, the temperature starts to rise, with the temperature past the fan switch-on point, no cooling fans are running, I quickly switch off the engine. The mechanic checked the relay for the fan, then decided to run a bodge wire directly from the top fan to the battery. The car is started again and the fan runs as it should but the voltage draws down to 4v, again.....

It is my supposition, agreed by the mechanic, that the electrical power requirement to start two fans simultaneously is too great for the electrical system to cope with. This is a problem as, although my car normally holds a good temperature when moving, it needs the fans when in traffic otherwise it will overheat. After fiddling around for about for an hour and a half, the mechanic confirmed my suspicions that the alternator was shot and he can do no more, so arranges for a relay pick up at about 07h00 and leaves.....

When I took the decision to set off in the dark it never occurred to me that the alternator would fail. The car had been driven before in the dark but only for about 40 miles at a time. It is quite possible that the alternator is the original one for the car, but it has shown no signs of potential failure like grumbling bearings etc. However it seems that the continuous load over 6 hours driving with full lights, wipers etc operating was too much for it. The AA relay truck eventually arrives at about 11am.

I now have a dilemma: "Do I AA Relay to the International event and hope one of the club experts can help me out there, or do I Relay home, order a new alternator and fix the car at leisure?" As we were closer to Inverness than Malvern and, if I were to Relay from

Abington services anyway, I use up my Relay allocation, I decided. "Discretion is the better part of valour", and chose to go home. Thus it was with a heavy heart and much disappointment that we set off back to Inverness on the back of an AA truck, this was the best fuel consumption I achieved on the trip!

The Relay worked well with a seamless change of vehicles in Perth, along with a stop for a Big Mac and coffee. On the positive side though, my calculations showed an average fuel consumption of 18.1 mpg over 232 miles (probably averaging about 50 mph), which I believe is pretty reasonable (I did not include the miles travelled on the recovery truck).

A new uprated alternator is now on order winging its way to Inverness from Martin Robey. This will probably take 3 weeks as most delivery companies find it easier to deliver to the dark side of the moon than to Inverness. Hopefully this will sort out my problems and, provided I can fit it in time, the car will attend the Scottish Motor Show at Ingleston in Edinburgh in July.

As a note; when I contacted the hotel in Malvern at 08h00 on Thursday morning they were really tremendous, and offered to cancel my two extra nights booked without penalty, many thanks to them.

This was an adventurous but failed attempt to attend the JOC International by Richard and Maria Gibson in their Interceptor Mk2 from Inverness, but we are coming to the next one in 2019 - please make it a bit further north!

(Editor's note:-Yes indeed – next year's International will be held in Beverley, East Riding of Yorkshire, but you are both to be congratulated on your endeavours to attend the International – well done!)

---

## ***Richard Gibson***

*P.S. Just thought I would let you know that my car is back on the road again with a new uprated alternator fitted and a couple of fuse issues sorted. Fortunately it seems that the battery survived OK.*



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## 2018 Jensen East Coast Inter-Nationals

**W**ell, fresh off the Jensen East Coast Nationals Event and I must say it was a roaring success! We had more people and cars than ever. Five of those cars came across the pond, all the way from England. They brought four Interceptors and one award winning C-V8. I know it was award winning because it took three prizes from the show. The remaining English cars won their share as well!

The gathering started out as usual, on a Wednesday when the travellers met up at the Monte Vista Hotel in Black Mountain, North Carolina, just outside of Asheville. The event was hosted by Don and Kathy Pritchard. It was a wonderful day with sunshine and good temperatures that found everyone arriving to hugs and handshakes from the earlier arrivals. My wife Kathy and I were met by Ron and Janet Mau in the parking lot. Ron had his sleeves pushed up trying to sort out an oil issue with his car.

Seems the oil pressure spiked after adjusting the relief valve, and blew out the cooler and gauge. First off we bypassed the cooler, cleaned up the relief valve, and bought a replacement gauge from NAPA Auto Parts to get by. We tested our fix and all seemed well. So Ron and Janet were able to enjoy the whole event in their JH.

That evening after dinner at one of the nearby restaurants the Hospitality Room opened up and we all congregated there, enjoying adult beverages and catching up on each other's trials and tribulations since last being together. We had missed last year's show in Vermont due to Kathy breaking her leg just before the event, so we had a lot of catching up to do.

The next day, Thursday, found everyone up bright and early, ready to line up to drive off up into the Blue Ridge Mountains. Don had divided



Panning for gems – Emerald Village Mining Museum  
Lemonade for sale!



Lemonade for sale!



The Jensen fleet assembles - note the large number of Healeys present

the group into faster and slower driven cars, so if you felt invigorated and were up to some hairpin turns at speed, the faster group was for you. We all met up eventually at the Emerald Village Mining Museum to pan for (hopefully) rare gems but mostly some very colourful ones. A buffet lunch followed at the Switzerland Inn overlooking the spectacular vistas of the lower valley. Next a goodly portion of the Jensens headed up to the highpoint of the Blue Ridge Mountains, to again enjoy the views.

On the way back down the next stop was to be the Craft Folk Art Center. While some who left earlier did get to the center, some cars stopped to assist a JH mechanical casualty. After a few hours of multiple fix attempts (to no avail) the towel was thrown in and the car had to be trailered down the next day by Mike Schultz for further attention in the hotel parking lot. Friday morning the Jensenites were ready to go on that day's adventure. Due to heavy rains and flooding the week prior, the destination had to be changed. Instead of Chimney Rock State Park (part of the Chimney had slid away!) we now headed to the Pinball Museum in Hendersonville. It was a very worthwhile visit, although I never did see Tommy "Who".

After lunch at the one of the numerous nearby restaurants, it was time for the Poker Run, a good 2 hour drive to various locations through some wonderfully picturesque countryside trying to find buckets that had envelopes containing playing cards. Clues to their locations were written out in turn by turn instructions. Once we had all the envelopes we headed to the evening BBQ location where we handed them off to

our hosts. Time again to eat and catch up with fellow Jensenites before the annual Jeff Peterson Memorial Jarts Tournament. This is such a fun event with a lot of camaraderie among the contestants, and so far no major injuries! Back to the Hospitality Room later to unwind, and spend some money on our major fundraising event, the infamous Auction. Hosted by the Master of Ceremonies Bernie Polen and his ever present sidekick, Rasta Man Stephen Luckett, it's a laugh a minute and a great time was had by all!

Saturday found a number of participants headed to a nearby church parking lot to compete in the Funkana. Jensens of every description partake. It is a test of both driving skills and the co-pilots' communication skills, especially when the driver is blindfolded and driving in reverse..... Sadly this is not something I excelled at but others fared much better. Following that was the car show in a central parking lot near the town center. This was by far the most Jensens on display than any previous event, especially with the English Brigade adding their additional flair and charm. It was a great day for the show as well, quite warm and sunny. So warm in fact that a couple of little kids set up a lemonade stand and had a thriving business going. The general public was also invited to vote for the car they liked the best, and a total of 107 of them voted by the end of the day. It would have been more but we ran out of ballots! The banquet and awards presentation took place later that evening. After a very nice buffet meal we all sat back and listened to our hosts and the hosts of next year's event being held in St. Louis, Missouri September 19-22 2019. Following was the awards presentation:-

*Some lovely Jensen Healeys in line*





*Richard and Gayle Johnson's 541, winner of the Best in Show and winner of the Early Jensen Award*



*Lots of convertibles were present*

Funkana:	Jonathan and Rayanne Benya
Jarts:	Bruce Madden and Kirk Hoover
Poker Run:	Bob and Carol Wall
People's Choice:	Jayne Bell C-V8 UK
Best in Show:	Richard and Gayle Johnson 541
Rubber Bumper:	1st: Brian and Pam Kern
	2nd: Jim and Marsha Benya
	3rd: Brett and Kathy Gibson
Steel bumper:	1st: Bill and Denise Denton
	2nd: Rob and Maureen Wester
	3rd: Dave and Maureen Jonker
Interceptor convertible:	Bill and Adele Martin
Interceptor MKII:	1st: Karan and Raj Mangroo UK
Interceptor MKIII:	1st: Tim Waller
	2nd: Simon and Jo Letts UK
	3rd: Martin Ritchie UK
Host Award:	Jayne Bell C-V8 UK
Early Jensen:	1st: Richard and Gayle Johnson 541
	2nd: Jayne Bell C-V8 UK

*U.S. spec Interceptors – note the front wing indicators*



*Jayne Bell's C-V8, winner of the Host Award, the People's Award, and 2nd in the Early Jensen Award*

*Everyone having a great time*



Afterwards, back to the hospitality room for adult beverages again and to sadly say our goodbyes to old and new friends. The weather was great all through the event and our Hosts, Don and Kathy did a phenomenal job! Looking forward to next year!

***Brett Gibson***

# Jensens Unite in the States



The UK cars that went to the USA.....

**S**ome years ago I had an inspiring conversation with Alan Smith, proposing the idea of a trip to the USA with our Jensens to join the Americans at their East Coast Nationals (ECN). What a memorable journey it has been!

A trip too far perhaps? Fifty-year old Jensens crossing the Atlantic, covering thousands of miles, driving in hot humid temperatures at high altitude in the Appalachian Mountains; what could possibly be keeping me awake at nights?

Actually, not as hard as one might think, the hardest part was making the commitment. Shipping - should we use a container? Is this the only way? What route to take? I started by emailing key people within different car clubs:

"It would be fun to drive our own classics along Route 66". I got a reply from the Triumph Stag Owners Club, who had done this in conjunction with a classic car tourist organisation, they forwarded

me a shipping agent and after contacting them agreed to send someone to our home in Spalding to discuss the plan. I needed help and called John Bell. His experience with motorbike and car trips was invaluable. The joint meeting was a success and the plan was set, but this plan had to be placed on hold, as John sadly passed away in the meantime.

My enthusiasm and spirit for the event continued over the next few years, then (with interest growing on the Forum), where to drive? The romantic notion of driving all of Route 66 had to be parked for another time, logistically too far from the 2018 ECN venue in Black Mountain, deep in the Blue Ridge Mountains of Virginia. 'Country Roads' and plenty of them, stretching for mile after mile, in some of the most spectacular scenery in the whole of North America, perfect for the mighty V8, and so kind of our American cousins to lay this on for our Jensens! Offering the famous Skyline and Blue Ridge Parkway Drives, this provided the drive into the event, with the focus upon the ECN for four days.

.....and their owners – pictured here at Little River Baptist Church



I then contacted Clive Bishop, who has experience in this field and we devised a two week tour of some 2000 miles. We sent out emails to all club members and soon gained replies. From an initial meeting of interested parties the Team and cars were set: Raj & Karan Mangroo Inter MkI; Martin Ritchie & Stephen 'Zac' Zacaroli Inter MkIII; Jayne Bell & Peter Mann C-V8 Mk II; Simon & Jo Letts Inter S plus Diane and I with our Inter MkIII. At the first meeting we discovered a raft of paperwork necessary:- for shipping, driving in the USA and complying with the stringent regulations of the US Customs at the port of entry in Baltimore. The numerous forms have to be accurately completed and forwarded in advance of shipping to the relevant authorities. Upon Clive Bishop's recommendation I contacted Scenic Classic Car Tours. Their very helpful representative Kieran helped to formulate our route from the port of entry, including the ECN, scenic drives, and hotels with comprehensive and detailed lists of places of interest at each stop. Once approved and confirmed by the Team, the detailed itinerary was fully presented in a handy folder for each car.

Contact was made with the joint organisers of the ECN, Don and Kathy Pritchard, who were overjoyed at the news that 'the crazy Brits' were coming! Don and Kathy could not have been more helpful with the shower of emails that descended upon them thereafter. Word soon spread through the East Coast Jensen owners, who were quick to offer their help and much appreciated advice, expressing wishes to join the convoy en

route. This is when I started thinking to myself, just what have we done? With four other UK cars and eight other eager members willing to take the plunge, it was the right thing to do. So bookings began.

Despite some very tense moments between the shipping agents and the Team before departure, the cars were shipped from Southampton to Baltimore in May, and were about ten days in transit under the roll on roll off system.

The total paperwork involved equated to some 7 separate documents, plus two types of car insurance etc. Accommodation was booked through SCCT, with individuals booking the ECN venue separately. Raj & Karan hosted a final meeting, before leaving, where a complete check list was used to cover everything, from spare parts to insect repellent, which proved invaluable to all!



*Tense times at Baltimore Docks.....*

On Friday 1st June, the adventure truly began with the team leaving at various times from London Heathrow for Washington. Eventually, that night ten bleary-eyed and very excited Jensenites gathered in the Hotel bar in Arlington, immediately causing interest due to our, 'so cute' accents! For the next two days Washington provided us with a wealth of famous sites, monuments and the most amazing complex of museums of the Smithsonian Institute. Our first encounter with a US member was with Marc and Kandy Zitleman on the Saturday night who organised dinner out and had assisted with the Triple A (American Automobile Association) memberships - just in case.



*Tracy of Chesapeake Vehicle Escorting helped with import/export*

Leaving Washington on Monday morning for the Baltimore Docks proved to be the most arduous and longest day of the whole trip.

From the start the omens were not good, a pair of booked taxis due to arrive at 6.15 am arrived an hour late, resulting in us hitting the Washington rush hour. The taxis became separated, drivers, even with sat navs, got lost. We took over the navigation and arrived at the Chesapeake Vehicle Escorting Office (CVE), a necessary escorting facility. Then our drivers were escorted to collect the cars, leaving everyone else in an unmanned office where the phone was rather busy. Zac quickly took charge, fielding calls to the bemusement of customers not used to hearing his British accent! Meanwhile, the drivers were being processed through customs, clearing agents, dock master to acquire passes, and finally to the cars. Hooray!



*On the Skyline drive – Jayne Bell's C-V8 MkII*

Not quite. Five Jensens neatly in a line amongst hundreds of dull modern cars was a good sight. Following a walk round, jump in to start, first and second started, next two did not want to know, the fifth obliged. The third and fourth cars had flat batteries due to the dock handlers leaving the lights on. After 20 minutes charging, the third car was away, leaving the fourth, this was terminal, requiring a new battery. It's now lunchtime, new battery after lunch. Finally, the Jensens roared out of the docks in stunning convoy at 2.30pm and headed to Lexington for 7pm. We will all remain indebted to the kind hospitality shown to us from Tracy and the team at CVE. Tracey was very impressed with Zac's' expert phone skills, but he nonetheless decided to decline the offer of a job....

Refreshed in Lexington, we decided to take on a little of the stunning Skyline drive on the way to Gassman's Automotive Workshop. A remarkable classic car restorer of British cars. To our delight, amongst the many Jags, Triumphs, MGs and Healeys we discovered two Jensens waiting patiently for restoration, a 541 and 541R. All housed in a series of inviting showrooms and immaculate workshops. A huge

thank you to Mike Gassman, the owner, for inviting us and providing the fascinating tour.

Upon Mike's recommendation for a lunch venue, the Jensens caused a stir as we roared into the Blue Mountain Brewery, the cars were surrounded, whilst we drank the beer and heartily enjoyed the lunch. This set us up for the Blue Ridge Parkway, what a spectacular drive through tree-covered undulating roads, turning into challenging twists and bends, putting the cars through their paces - if only driving could be like this all the time. There were plenty of vista stops straddling the ridge, with horizons stretching to the East and West. At one stop, a car pulled in, the driver jumped out saying, "Wow, Jensens, and five of them! My wife wanted me to stop and look at the view, I said look at those Jensens". It transpired that this couple were also on holiday from the UK and the driver was shocked to see GB-registered Jensens on the same road! "I just had to follow you until you stopped." Returning to the hotel we were greeted by Ken and Judy Hipple, and Tim and LuAnne Waller, a fun night was enjoyed at Ruby Tuesday as fourteen sat down for dinner together.



Inside Mike Gassman's workshop – 541 in the restoration queue – and a Jaguar XKE nearly finished





**View of Mount Mitchell, and again on the Skyline drive**

The next morning Bob Lasater joined us, and recommended options for the route to the host hotel for the ECN. This saved a huge amount of time, with a lovely drive on the 1-81 road to Roanoke from Lexington. Martin was charged with finding a suitable spot to photograph the convoy, easier said than done, but he succeeded. Just after Roanoke we waved good bye to Bob as the Blue Ridge Parkway was calling us back up to the mountains. At Floyd, on the Ridge, there was a quick steep decent down to get to the hotel in Black Mountain.

This was quite a long twisting snake road, with the cambers set for driving. Jayne Bell was quick to respond and soon left everyone, driving the agile C-V8 like a blue humming bird through the corners. Jayne had the biggest smile when we got to the bottom!

That evening we received a mighty warm welcome from our new and some familiar American Jensen friends, at the Monte Vista Hotel, our base for the next four days. Our time at the ECN was full of wonderful moments and gave everyone the opportunity to explore the area. Diane and I went to see her relatives who have a cabin in Serierville, Tennessee, about an hour and a half away.



**Steve Zacaroli panning for gems.....**

Others had a marvellous day out in Little Switzerland, with Bernie Polan leading the convoy off in his beautiful C-V8, followed by a swarm of Jensen-Healeys, Interceptors and a tango-coloured 541. Reminiscent of an Alpine setting, lunch was enjoyed with views across to Mt Mitchell 6,578ft, the highest point on the East Coast.

After lunch the majority went panning for precious gems at the Emerald Village Mine, try explaining that little bag to the Customs Officer at Heathrow Terminal 5!

A trip to Hendersonville Pinball Museum gave us the chance to release

our inner Wizard! Kathy & Don had arranged for the machines to be set to free play so that we could play any machine dating from the 70's to the present day. This was followed by a 'Poker Run' - a scenic drive collecting six separate paying cards in sealed envelopes along the drive, winner holding the best hand, then a vast BBQ meet where we played their annual Jarts contest. We all joined in as pairs and two Brits reached the final, Diane and I were runners up.

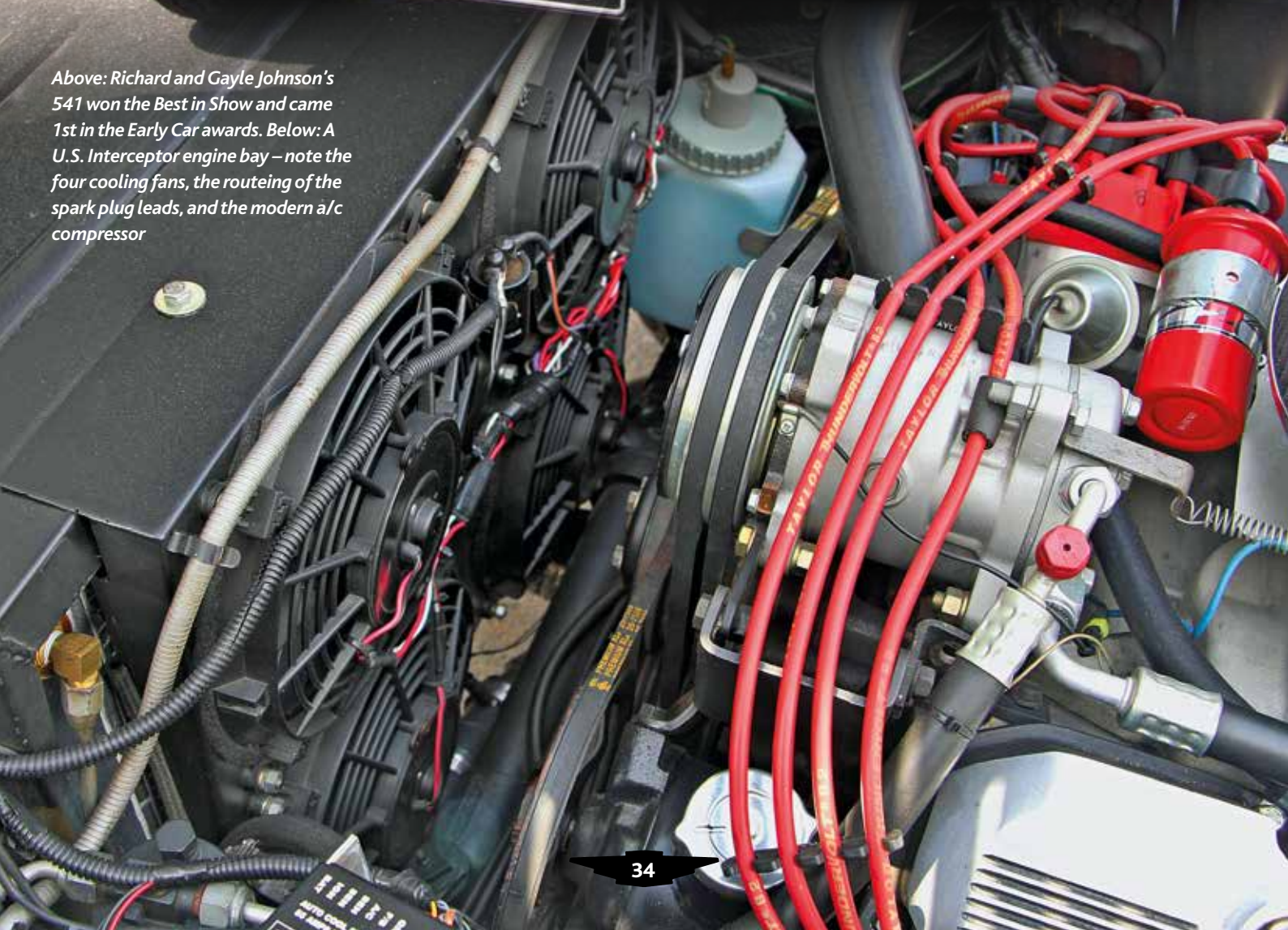
The main ECN day is the on the Saturday. Jo Letts was famously first up, waking Simon saying, 'Come on, we've got a Jensen to clean'. Simon is still in a state of shock. An early morning Funkana is held, which includes driving your car slowly around a small course with various challenges connected to the runs you have been on. The car show commenced from 10am, strategically positioned in the town's Visitor Centre car park thus encouraging members of the public to view the 45 Jensens including the Brit cars, all helping to create a record attendance for the event.

All the members vote in the various categories of awards, and members of the public are encouraged to vote (over 100 voted) in the People's Choice Award. *(Editor's note:- See the previous article in this mag for a full list of winners).* It was such a relaxing day spent in the North Carolina sunshine before the evening Banquet, red carpet and the Awards.

As you will have read the Brits did very well indeed – this was totally unexpected with six awards and our star Jayne romping home with a boot full - I have never seen Jayne completely speechless! (Elton John was unavailable for the after party, but Zac kept the flag waving well into the small hours being, as usual, one of the the last men standing with Bernie and Michael Leonard from Charleston).



Above: Richard and Gayle Johnson's 541 won the Best in Show and came 1st in the Early Car awards. Below: A U.S. Interceptor engine bay – note the four cooling fans, the routing of the spark plug leads, and the modern a/c compressor





*Above: The six ECN awards for the UK cars. Below: Drayton Hall, Charleston*

Something that we all admired was the manner in which the East Coast Nationals was run: everyone was involved and contributed with the drives, BBQ, games and evening hospitality bar within the hotel.

This was simply financed through the Annual Live & Silent Auction, with donated items from the membership, visitors, JOC, US parts suppliers etc. Bernie Polen took the gavel for the live auction and both events raised \$5,500 for next year's event.

Raj did a little shopping too!

The 20th Anniversary of the East Coast Nationals will be held in St. Louis, Missouri. Anyone wishing to attend please contact Steve and Susan Hurd via [hurdsp@hotmail.com](mailto:hurdsp@hotmail.com) ( <http://www.jenseneast.org/index.html> )

Highlights from the last days were most certainly our stay in Charleston: we took the Sunset Cruise with Jo and Simon seeing dolphins, sea turtles and Fort Sumter, where the first shots were fired to start the American Civil War.

Others visited one of the earliest surviving plantations called Drayton Hall; the old town possessed a majestic charm. All of which was beautifully crowned by the renowned southern hospitality shown to us by Mike and Brandy Leonard, who we all met for the first time at the ECN. Entertaining us at their home, and basking in their neighbour's astonishment coupled with Mike's father's glee at the four UK Jensens parked on the drive, folk having arrived for cocktails followed by dinner at an excellent fish restaurant!! We bow to your gracious hospitality.



Our remaining time was spent in Atlantic Beach and Virginia Beach, providing a little sea and sand with interesting coastal drives, before the dash for Baltimore and flights home from Washington and New York. All the cars performed well, simply requiring fluids and with a full tank at \$60 - let's go again.....

Back at Washington this reminded me of the film 'Ocean's Eleven', where all are standing at the fountain in front of The Bellagio, reflecting upon what they had just pulled off, everybody leaving at different times to fly home or travel to New York but I recall Martin saying, "One of the most amazing driving experiences of my life!"

This epic trip would not have been possible without the contributions made from the most amazing people: Bob Lasater, Tim Waller, Bernie Polan, Ken Hipple, Marc Zitlman, Mike and Brandy Leonard. Tracey and Team from Chesapeake Vehicle Escorting and Rick Worm from Hagerty Insurance. Very special thanks to Kathy & Don Pritchard and all of the East Coast members for their exceptional welcome, making us feel part of the Family.

I must not forget The Team who made the trip so memorable: Martin, Zac, Simon, Jo, Jayne, Peter, Raj and Karan, some started as strangers, but who now will always be friends!



*Mike and Brandy Leonard's home in Charleston*

*The trip was dedicated to the memory of our dear friend John Bell.*

***Colin Mayes***



*Editor's Note: - And, finally, Colin and Diane Mayes, whose vision made it all happen*



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## Letters to the Editor

### Hi Paul

My name is Florian from Planegg, Germany. I need some help, please.

Last year I bought the unique PW convertible. Now I'm starting upon its restoration. I've got in touch with Mike Byrne, the PW specialist, and he gave me some really good tips. One thing left: it is fitted with a David Brown rear axle. Nobody knows anything about this axle. If

there is anybody, who has some information about this axle for me, that would be great? It appears to be a two-gear rear axle.

When the car was delivered, it was fitted with a towing hook for small caravans. All I know about David Brown is that he was once the owner of Aston Martin, and he used to produce tractors!



*The unique PW convertible, fitted with a David Brown 2-speed back axle*



*The two-speed axle in situ*



*The axle's internal cover stamped WA 24282 axle*

REAR AXLE .

1410071 Werns 2000 1090.

*The Data sheet for the rear axle!*



*Another view of the rear axle*

For further information, and if you can help me at all, please contact me at:- [fa.schmaus@t-online.de](mailto:fa.schmaus@t-online.de)

**Florian Böhmler**

## Hi Paul

I see that Longstone has commented on the topic of tyre fitment, it is entirely the owner's personal preference what tyre owners they decide to fit, if they want total authenticity then the 205/70x15 would be for them, and tyre choice prices go from £40.00 to £260.00 for the Avon CR6ZZ sport tyre.

The 235/60x15 I mentioned in my feature (I did not mention any rim size) I had them fitted on my own SP and they were fine, the car is now under restoration.

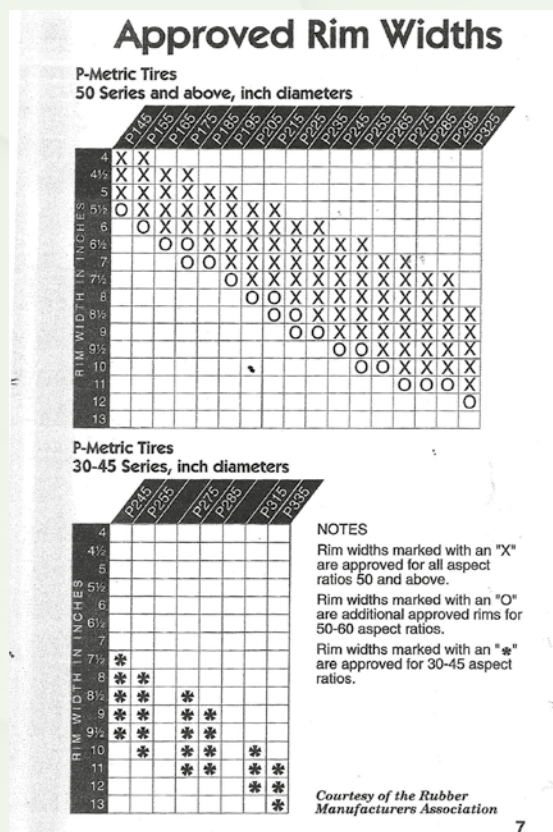
The 235/60x15 does fit a 6" to a 9" wheel, and as Jensen mainly used a 6" or 6.5" rim they are definitely within parameters of an approved rim. I have attached supporting pages courtesy of the Rubber Manufacturers' Association and also from B.F.Goodrich (who are owned by Michelin) and are the second largest tyre manufacturer in the world.

I do not want readers to think I have given them bad information, it was the mid 80's before the likes of Jaguar changed from 205/70x15 to 235/60x15 on the XJS so who knows if Jensen would have used this tyre had it been around in the early 70's

## John Pettifor (Snr)

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## ENGINEERING DATA

Size	Load Index-Speed Symbol	Stock Number	Recommended Rim Width Range (in.)	Inflated Dimensions*					Revs per km	Revs per Mi.	Center Skid Depth (mm) (1/32")	Maximum Load (Single Application)			
				Overall Diameter (mm) (in.)	Tread Width (mm) (in.)	Section Width On Measuring Rim Width** (mm/in.) (in./in.)		kg@bar				lbs@psi			
<b>Comp T/A VR4 Serrated Black Letters</b>															
245/45 R16	94V	150-253	7.5-9.5	626	24.65	204	8.04	243 on 8.0	9.57 on 8.0	524	844	8.6	11	670@2.5	1477@44
225/50 R16	92V	150-251	6.5-9.0	632	24.88	187	7.38	228 on 6.5	8.98 on 6.5	521	838	8.6	11	630@2.5	1389@44
P245/50 R16	96V	150-252	7.0-9.5	652	25.67	208	8.20	248 on 7.0	9.76 on 7.0	506	814	8.6	11	710@2.5	1576@44
P255/50 R16	99V	150-261	7.0-10.0	662	26.06	214	8.43	255 on 7.0	10.04 on 7.0	499	803	8.6	11	775@2.5	1687@44
205/55 R16	89V	150-324	6.0-8.0	632	24.88	170	6.71	208 on 6.0	8.19 on 6.0	521	838	8.6	11	580@2.5	1279@44
195/60 R14***	85V	154-478	5.0-7.5	590	23.23	157	6.17	196 on 5.5	7.72 on 5.5	551	886	8.6	11	515@2.5	1135@44
195/60 R15	87V	154-488	5.0-7.5	615	24.21	157	6.17	196 on 5.5	7.72 on 5.5	533	857	8.6	11	545@2.5	1201@44
205/60 R15	91V	154-489	5.5-8.0	627	24.68	162	6.39	203 on 5.5	7.99 on 5.5	524	843	8.6	11	615@2.5	1356@44
215/60 R15	93V	154-490	5.5-8.5	639	25.16	173	6.80	216 on 6.0	8.50 on 6.0	515	829	8.6	11	650@2.5	1433@44
225/60 R15	95V	154-497	6.0-9.0	651	25.63	178	7.02	223 on 6.0	8.78 on 6.0	506	815	8.6	11	690@2.5	1521@44
235/60 R15	98V	154-498	6.0-9.0	663	26.10	188	7.40	235 on 6.5	9.25 on 6.5	498	801	8.6	11	750@2.5	1653@44
P215/60 R16	94V	154-278	5.5-8.5	666	26.24	173	6.80	216 on 6.0	8.50 on 6.0	495	797	8.6	11	670@2.5	1477@44
P225/60 R16	97V	154-274	6.0-9.0	676	26.61	178	7.02	223 on 6.0	8.78 on 6.0	488	786	8.6	11	730@2.5	1609@44
185/65 R15	87V	154-890	5.0-6.5	621	24.45	147	5.80	184 on 5.0	7.24 on 5.0	528	850	8.6	11	545@2.5	1201@44
195/65 R15	91V	154-891	5.0-7.0	635	25.00	157	6.17	196 on 5.5	7.72 on 5.5	518	834	8.6	11	615@2.5	1356@44
205/65 R15	94V	154-892	5.5-7.5	647	25.47	162	6.39	203 on 5.5	7.99 on 5.5	510	820	8.6	11	670@2.5	1477@44
225/55 R16***	93V	150-280	6.5-9.0	654	25.75	187	7.38	228 on 6.5	8.98 on 6.5	505	812	8.6	11	650@2.5	1433@44
P275/50 R16***	103V	150-326	7.5-11.0	682	26.85	230	9.06	274 on 7.5	10.79 on 7.5	484	779	8.6	11	875@2.5	1929@44

\*The dimensions shown are average values for tires measured on the specified measuring rim width; individual tires may vary.

\*\*Section width varies approximately 5mm (0.2") for every 0.5" change in rim width.

\*\*\*Check for availability.

Maximum load and inflation shown are applicable for speeds up to 160 km/h (100 mph). For speeds over 160 km/h (100 mph), inflation MUST be adjusted according to the table below:

MAXIMUM SPEED km/h	160	170	180	190	200	210	220††	230††	240††
INFLATION INCREASE (bar)	0.0	0.06	0.12	0.18	0.24	0.30	0.30	0.30	0.30
LOAD CAPACITY (% of max)	100	100	100	100	100	100	97	94	91

††H-speed rating is limited to 210 km/h (130 mph).

WARNING: Serious or fatal injury may result from improper mounting, from underinflation or overloading, or from tire damage due to abusive use. For proper mounting, see tire dealer. For proper operation, consult Tire Information Placard in vehicle.

For high-speed driving, additional inflation pressure and possibly reduced tire loading and/or upsizing is required. In the absence of specific recommendations by the vehicle manufacturer, use the following guidelines based on those in the European Tyre and Rim Technical Organization Standards Manual. For speeds between 160 km/h (100 mph) and 210 km/h (130 mph), inflation pressure should be increased by 1 psi for every 10 km/h (6 mph) step, for a maximum increase of 5 psi at 210 km/h (130 mph). Inflation pressure increase must not exceed the maximum pressure branded on the tire sidewall. In addition to inflation increase, at speeds between 210 km/h (130 mph) and 240 km/h (149 mph), the maximum tire load capacity is reduced 3% for every 10 km/h (6 mph) step.

Editor's note:- Having looked at the advice given by the tyre manufacturers in the previous magazine, and now in this one, it would appear that there is no hard and fast requirement upon the matter; even the manufacturers do not appear to fully agree with each other's recommendations. But then, different manufacturers use slightly different tyre compounds and designs of carcass construction, which may account for the slight difference in their recommendations. The best advice must be to consult the tyre manufacturer's guidelines for his particular brand.



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Contact Peter Bird for more information on 01462 730111 or mobile 07971 573046  
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# Sherbourne Classic Car Show



**A** three-way event organised by the Southern Area, ably assisted by the Wessex Area and South West Area. Members with cars in attendance: Edward Brown and Phil Fish, Clive and Lindsey Bishop, John Pym, Peter Neale, David Holloway and Gareth Huw Davies. In addition we had a mystery member who turned up in the morning with a green 541 registration CSO 400, we didn't catch his name on arrival or departure, but he displayed his car on the stand all day. Answers on a postcard please to The JOC Mystery Member Competition!

Joking aside, heartfelt thanks from the Southern Area to John Pym for our new JOC flags and to Clive and Lindsey of the Wessex Area for the loan of the much needed gazebo and assistance in getting it swiftly erected. It provided much needed shade on a very hot day.

**Edward Robert Brown**

Area Rep



**JCCA National Rally 2019 - Hobart, Tasmania  
Easter 2019 - Friday 19 April to Monday 22 April**



**Invitation to Overseas Jensen Club Members**

The 2019 JCCA Rally will be held in Hobart and the JCCA warmly invites you to attend and to see Jensen life 'Down Under'. The Rally will be held over Easter 2019 and will be based at the fabulous Wrest Point Hotel Casino, which offers a range of accommodation options and has a great location overlooking the Derwent River. Please see the associated flyer which details accommodation arrangements.

A Show and Shine display of members' cars will be held on Parliament House Lawns right next to the famous Salamanca Market, so there will be something for everyone to enjoy.

Among the many Rally activities will be a run to take in the views around Hobart, which is likely to include the summit of Mount Wellington rising to an elevation of 1,271 m and offering stunning views of the city and the Derwent River below.

And of course, we will sample plenty of Tasmania's fine foods, wines, beers, ciders and spirits!

After the Rally for those wishing to extend their holiday, a post rally tour of the scenic east coast of Tasmania has been arranged with overnight stops at Coles Bay, St Helens and Bridport allowing easy access to Devon port for the Bass Strait ferry or Launceston for flights.

We understand shipping your Jensen to the holiday island of Tasmania is not practical, so if you join us we will make sure you have a seat in a fine JCCA Jensen for the Rally.

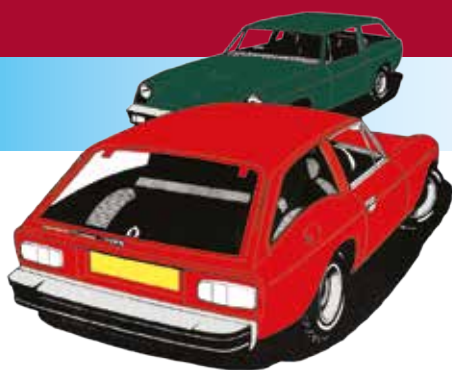
If you wish to find out more or make a booking please contact Tony or Basil below.

We look forward to welcoming our overseas Jensen owners!

Naomi Gruzevskis  
President JCCA

Tony Cope, JOC Australian Representative, E: [tonywcope@gmail.com](mailto:tonywcope@gmail.com)  
Basil McKinley, 2019 Tasmanian Rally Chair, E: [basil\\_carolyn@bigpond.com](mailto:basil_carolyn@bigpond.com)

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# *Southern Area July Magnificent Seven*

**A** wonderful selection of Interceptors attending our second Area Meeting caught in a lovely sunset at East Stratton near Winchester. From top to bottom of shot: cars from members Neil Eustace, Bill Dearsley, John Tunnicliffe, Edward Brown, Phil Fish, Dean and Shona Wilcock and Derek Jones. Thanks also to John and Debbie Pettifor, who have an SP under restoration, but still attend and support the Southern Area.



***Edward Robert Brown***

Area Rep

## ***Stop press! Committee Vacancies***

The JOC committee has asked me to publicise the following:-

**Editorial & Advertising Assistant:** Please note that the JOC still desperately needs someone to do this role as soon as possible; this post is crucial to the JOC as it manages all our magazine adverts. If you're interested in finding out more, please ring the Editor on 07767 672085 or 01327 700217 as soon as possible!

**Concours Secretary:** We now have two volunteers for this post, but your name could still be put forward for consideration if you wish.

**Regalia Secretary:** We are delighted to welcome Mrs Raj Mangroo into this busy role.

**General Secretary:** John Lane has advised the JOC Committee that he wishes to stand down from this post w.e.f. the 2019 AGM. He is happy to continue with the work of the JOC's Historian.

**Editor:** Please note that I too wish to stand down from this post w.e.f. the 2019 AGM; I have edited the magazine since March 2013, so after some six years I feel it would be good for some new ideas and approaches!

***Editor***

# JOC Diary 2018

**Fri 31st Aug – 2nd Sept**  
**JOC @ Hampton Court**  
**Concours D'Elegance**  
Contact David Wright  
E southdowns@joc.org.uk  
T 01903 746101

**Sun 2nd Sept**  
**1000 Classics Cars**  
**@ Cholmondeley Castle**  
Contact Adrian Howells  
T 07909 681731  
E cheshire@joc.org.uk

**Sun 2nd Sept**  
**Suffolk Area @Classics & Sports cars**  
**by the Lake**  
Contact Peter Heywood  
E suffolk@joc.org.uk

**Sun 9th Sept**  
**South West Area @ Lynton Cliff Railway**  
Contact John Pym  
E southwest@joc.org.uk

**Sat 15th – Sun 16th Sept**  
**JOC NW @ Nostalgic Weekend**  
Contact David Manock  
E nw@joc.org.uk  
T 07506 001431

**Sat 15th – Sun 16th Sept**  
**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 Sept**  
**Dutch Autumn Weekend in Ostfriesland**  
**Het Jensen Genootschap Holland**  
Contact Kees Oudesluijs  
E coudesluijs@chello.nl

**Thurs 4th – Sun 7th Oct**  
**JCC Switzerland International Event**  
**Jensen Car Club of Switzerland**  
Contact Felix Klister  
E office@jcc.ch

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

**Sun May 12th 2019**  
**Ferguson 4WD day @**  
**British Motor Museum Gaydon**  
Contact Bill Munro  
T 07748 782437/01737 767517  
E bill@ealsrwoodpress.co.uk

**Fri 21st – Sun 23rd June 2019**  
**JOC International @Grange Park Hotel**  
Willoughby Nr Beverley  
Contact Stuart Allen  
E international@joc.org.uk

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



Another shot of the Sherbourne Classic Car Show

# Jensen Owners' Club Area Representatives



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✉ threecounties@joc.org.uk

**"vacancy now filled"**



**NORFOLK**  
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✉ norfolk@joc.org.uk



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☎ 07971 798595 (LINDSEY)  
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✉ areas@joc.org.uk

## INTERNATIONAL AREA CONTACTS

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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 Pickfords 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](mailto: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](mailto: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.



**Interceptor MkIII**, 128/4619, Full bare metal respray in Reef blue following fitment of new inner and outer sills. Solid car throughout. Superior thermal/acoustic insulation fitted in engine bay, new calipers, new front discs and pads all round. Very good navy blue interior. This is a car that has had a sympathetic refurbishment by me during a 10 year period with many new parts fitted, renewed or serviced. Current MoT with no advisories. Documented 32,700 miles. Please ring for further details. Offers around £55,000. Viewing welcome, Lincolnshire area. Phone Terence Carney, 01400281111 or 07774310488.

## HEALEY / GT

**Jensen Healey/GT** Parts for sale. Lucas Voxson 8 track (model LS 241), new Healey/GT door lock with 2 keys, GT glass – windscreen/tailgate/side windows (incl.

frames), reconditioned alternator, old water pump and steering column. Open to offers. Contact Nigel Bullough at [n.bullough5@btinternet.com](mailto:n.bullough5@btinternet.com) or 07831 345291 (Lytham St.Annes).

## 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](mailto: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 II. Set of 4 alloy original dot pattern door vertical trim plates C-V8 MkIII. 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

**1973 Jensen Healey engine** (engine code: A73 01 1314). Been sat in a barn for a number of years. Head and block are complete as well as flywheel, water pump, fan, pulleys and sump. Engine does not turn, so will need freeing off or rebuilding. Offers via Email to: sionmcguinness@gmail.com.

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

**Interceptor MkIII Wheels,** set of 5 Jensen Interceptor MkIII 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 MkIII parts.** Front bumper, needs rechroming, £250. Set of 5 MkIII wheels, need a clean and polish, £450. Located in Reading, Berks. Phone Edward Turner on 07730513511. Email: edwardturner6@aol.com



**Interceptor Workshop Manual** for 1975 Jensen Interceptor 440 CID engine. Reasonable condition, all pages well secured and none ripped, some signs of practical workshop use but fully legible. Price £25 incl postage. Interceptor Gold Portfolio and Jensen Interceptor by Brookland Books £10 the pair plus postage. Contact David Jones. Email: dmjones100@hotmail.com

**Interceptor MkII 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 MkII or MkIII** – 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

**Jensen 541 or CV8 for restoration.** Engine and gearbox condition much less important. Time for me to scratch the persistent Jensen itch, if possible. Please contact Nick Frieslaar on Sputnik0003@yahoo.co.uk

**Dunlop brake reservoirs, C-V8 MkIII/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

Send your classified advertisements to:

Stuart Turner, 66 Riverside Way,  
Hanham, 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
<b>Trade classified ad</b> (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:**  
**Fri 5 October**

*Please note, from next issue onwards, free classified adverts will only be reprinted if you contact ads@joc.org.uk by Friday 5 October*



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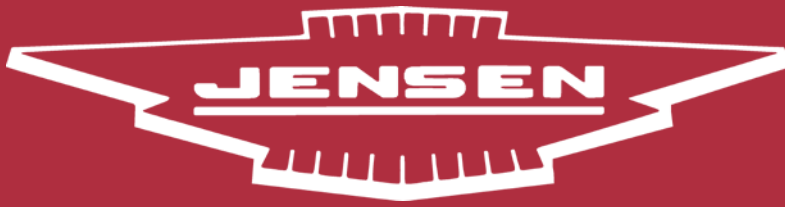
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