

# Jensen

*Issue 262 November – December 2018*



***Winter is approaching!***



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**H**appily I've received more magazine articles than I've space for, so please forgive me if your car or article has not yet appeared in our pages; I certainly hope to publish all the new members and their cars as soon as space permits. The magazine is limited to a maximum of 52 pages only due to postage costs; another 4 pages would push it into the next - much higher - postage band.

*Also in this issue please read very carefully the cautionary tale from Rob Heydon about insurance values/valuations – make updating those details for your car your personal New Year's Resolution. The JOC Registrars are willing to help you.*

Torque 9 magazine is now under way. I plan to include an updated "Good Garage Guide", so please let me have your recommendations for it as soon as possible.

In this Nov/Dec issue I have tried to highlight a concern of mine – getting younger people into the club, and spreading knowledge of the Jensen marque amongst their generation. The JOC lags a long way behind some other classic car clubs in this respect, so I hope that the two articles in here will generate some positive thought, discussion and action! One of them even shows how some clubs are getting younger people to use/borrow their cherished cars for a period of time in the hope that the exercise will turn them into enthusiasts of these and other classic cars. Certainly it's got to be a better use of them than keeping classic cars locked away purely as investments. The cars certainly need to be cherished, but also enjoyed and driven. So, give the article some thought!

I'm also sure that the market value of our cars will continue to strengthen and climb slowly, which can make it more difficult for new members trying to buy a Jensen. One can foresee that the JOC might

perhaps morph into something like the Aston Martin Owners' Club rather than the 'friendly club' that we've always been, with all sorts and types of members; We must encourage new members and evolve if we want to maintain all that we've stood for in the past, and not become a moribund club of old folk. A conundrum, perhaps.

We've just returned from driving some 1500 miles in Scotland with the FF, together with some twenty other classic cars; I'm quite heartened by how well others received our marque; indeed, two owners (XK8 and E-type) were actively thinking about changing their cars for an Interceptor or an FF. I was also delighted to hear from them how favourably they thought the Jensen compared to their cars, not least in terms of luggage space and performance. I've only been in an E-type once, and must admit that I found it slow, noisy, and that it didn't handle as well as I'd fondly imagined since being a teenager. Hmmmm.....

Happily our car behaved itself well, with no faults whatsoever apart from us finding both front footwells with 1" of water in them after a major storm at St. Andrews..... Not sure how that happened yet! Doubtless many of you will be laying up your cars for the winter, whilst other braver souls will continue almost as usual. Personally I'm going down the full Bilt-Hamber course to get the car protected against the elements and salt as much as possible, so that I can keep driving it whenever the weather's suitable.

And so to thoughts of Christmas and the New Year. Let's hope that we all have a peaceful and joyous Christmas, enjoying our Jensens. And may the New Year bring us all happiness and prosperity – even if the price of petrol doesn't reduce much!

**Paul**

## 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: Ed Dawes' S-V8 on its Swiss tour



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## A view from the bridge



I have just been trying out various different layouts for this year's NEC Classic Car Show stand. You would not think it would be that hard, but get it wrong and it can look awful.

A highly-respected car club was adjacent to our stand at Excel this year and it looked like they had randomly parked in a supermarket car park. Hopefully, our final layout will work well.

There are two problems with working out the NEC layout though. One is you don't really know what stands are doing around you. Last year the TVR guys had a high wall across the end of their stand which obstructed the view towards ours.

We got around it by turning our layout through 180 degrees. Then there is the seemingly random positioning of the power transformer box. Never quite sure where it will be. Hopefully under a car or hidden within the display boards.

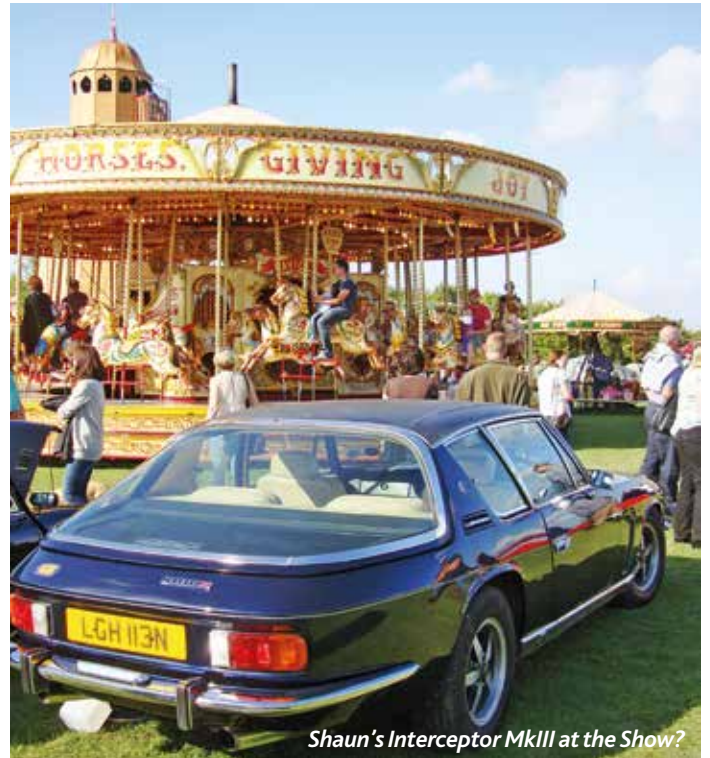
I think I will prepare a number of alternative layouts. At least the lighting rig can't change shape!

The JOC stand this year will be stand 545 in Hall 1. For details of the special admission prices for JOC members please see the full page NEC advert in this magazine.

So in the wider world of Jensens, what has been going on? Well the season is drawing to a close and by the time you read this the Dutch in Germany and the Swiss in France events will be over. Sadly, I was unable to make either of these, but no doubt full coverage will probably be in our next magazine.

On another note, there appears to be a "debate" or discussion developing regarding the value of our cars. Are higher values (and with that the cost of purchasing a vehicle), going too high and restricting the ability of enthusiast without a pile of cash to acquire a Jensen? It is not a debate that I will personally contribute to, other than to say that a car is only worth what someone is willing to pay for it, but, please do remember, don't just look at the car from 20 feet away if you know what I mean? Underseal is great disguiser but I don't think there is a magnet on the market yet that sticks to filler.....

Now then, the JOC Committee is in serious need of assistance. Not to beat about the bush but in the coming months we are going to need a new General Secretary, a new Editor and a new Advertising Secretary. Come on, some of you out there, it's an opportunity to contribute and guide the club forward towards its half century. Without being



Shaun's Interceptor MkIII at the Show?

melodramatic, if we don't fill these posts, the club will not be in the healthy position it finds itself in at the moment going forward.

On the theme of members stepping forward, a big thank you to Gerry Fitzsimons coming forward to become the JOC Ireland Area Representative. Many thanks Gerry. Look forward to see how things go. So around the world we also have JOC Australia with Tony Cope, JOC France with Nigel Pickford and JOC Deutschland with Jens Jansen. I don't think we are quite ready for world domination just yet though!

**So as this is the last magazine of 2018, it must be time for me, as the Chairman of the Jensen Owners' Club, to wish all members, family and friends a very merry Christmas and a prosperous New Year. Good motoring in 2019.**

Planning for 2019 is already underway. I believe we will have a presence again at the London Classic Car Show at ExCel in February, the Spring Break is being held at the Metropole Hotel in Llandridrod Wells, and enquiries have gone out to a number of venues for an Open Day in either late March or early April. Sadly, one venue with an historic background and banked racing circuit cannot accommodate us. The search goes on, and an announcement will be made shortly.

**Shaun**



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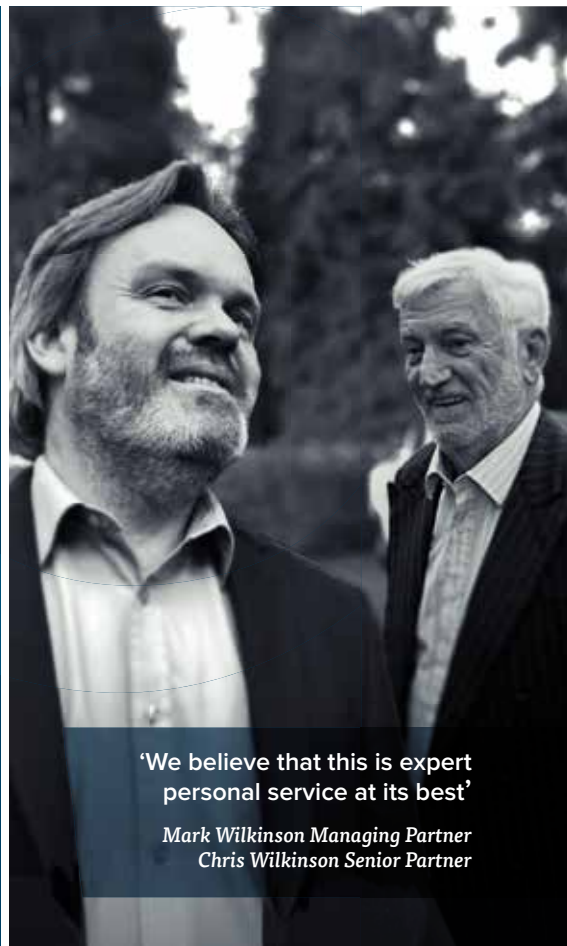
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# Membership Matters

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

**This year seems to be flying by and the end of the year is looming, which as you are all aware means that you need to renew your membership on or before the 1st of January 2019.**

In this edition of the magazine you will find a subscription renewal flyer, this explains the different ways in which you can make a payment; if you would like to join the direct debit scheme please send me an email (presently only available for UK members) and we can process the request very quickly. As I write this we cannot process card payments over the phone but we are working on this, and hopefully by the time you get the next magazine we will be able to process card payments once again. In the meantime you can still make a card payment by using the PayPal link on the JOC website as an online terminal, you don't need to be a PayPal member.

Don't delay, make the payment before the end of the year and please don't forget, receiving next year's membership card in the next edition does NOT mean you have paid, everyone will get their card stuck into their magazine as a postage saving exercise!

Most JOC areas organise a Festive get together and/or meal, so check with your area rep; if you are a new member or have not been particularly active within the area, this is a good time to meet and greet fellow owners. This can be more useful than you could imagine if you are restoring a Jensen, because most members have been in the same position and will have many answers you're looking for - along

with local experts to help you out; they may even possibly have that illusive spare you need?

The latest money pit (my early Interceptor) is gathering pace now: the chassis is finished, and the body panels are next on the list, I've sent the interior off for recovering, to a local guy that recovered the FF seats and made a fantastic job of them. It's still a long way off being anywhere near ready, but it now resembles an early Interceptor if you squint a bit!

New and rejoining members since last issue:-

10811	S Heard	Blackpool	
10812	G Barraclough	Halifax	Int MkI
10813	R Christmas	Austria	C-V8 MkII
10814	M Hodson	Hampshire	
10815	I Walker	Eaglescliffe	
10816	D Roch	Belgium	541
10817	C Bossart	Nottingham	Int Mk III
10818	C Britton-Powell	Hull	
10819	S Lucket	USA	JH Mk I
10821	A Watson	Caterham	
10822	T Bhogal	Middlesex	
10823	M Marks	Stourbridge	
10824	L Green	USA	Int Mk III
10825	M Campbell	London	
10826	N Skinner	Raydon	
*9774	P Williams	Aylesbury	

*\* 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

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The Early Interceptor chassis nears completion.....

# *The world's fastest Jensen goes to Bonneville.....*



*The somewhat menacing look of the modified C-V8*

**M**y involvement with the project to become the world's fastest Jensen began late in 2017. My first sight of the car on the excellent JOC stand at the NEC did nothing to dampen my enthusiasm. The C-V8 is an individual car with a purposeful appearance but the modifications to Ian Northeast's car – bumpers and chrome removed, interior stripped and those incredible fins on the rear - had given it a menacing look.....

My first opportunity to see the results of this hard work in motion came in May 2018. I met Ian and fellow team member Pete Riley at Pendine Sands for a weekend organised by Straightliners.

It was a fantastic first taste of land speed racing - and an opportunity for Ian to experience the thrill of driving at speed on an unstable surface.



*The engine (modified by John Sleath and now of 8.2 litre capacity) - checking for fit with the massive turbocharger, intercooler and radiator*



Post Pendine our confidence was booming, and we took the car back to Ian's shed to prepare it for the main event. The stroked 496 cu in engine was installed and the gearbox sent away for a full rebuild. The suspension and electrical system were rebuilt; a number of adjustments to the original Eric Neale design were made to comply with the SCTA (South California Timing Association) rules. Ian was very keen to show that the original design - keeping the original chassis, engine block and bodywork - was good enough; with a few safety-related necessary additions. I arrived in Bonneville on Thursday evening. Ian and Teddy had already set up the pit garage (a tent!), established camp close to the salt flats, and completed the first pass at scrutineering of the car. This was a lot of work for two people but Speed Week camaraderie is legendary, and a group of Bonneville veterans known as the "Bend in the Road Gang" helped with the set up and invited Ian and Teddy to pitch their caravan with them at the eponymous bend.

Saturday, RACE DAY! I don't think I slept at all; this was what we had come for. The compulsory drivers' meeting was at 9.00 am (at the start line of course number 1) to be followed by rookie orientation for anyone that had not raced at Bonneville before. Once again the welcome from the Americans was unprecedented, and the speech by the chairman of the SCTA began with "Welcome to Bonneville, congratulations - you have done the hard part!"

We made it to the front of the line; the starter (a very patient lady called Jill) checked the helmet strap and seat belt tension. With Jill satisfied and Harry, Peter and I relieved, Ian was given the all clear and roared off down the salt. The crew have to collect the car at the end of each run so we jumped into the pick-up truck and made our way down the support road at our maximum speed of 45mph.

When we arrived to collect Ian we were all elated, race control had announced on the radio that our first speed was 126.258 mph. This was enough for Ian to get his race licence and we could now push on. Ian was less excited however. The run was great and he had achieved our first target speed but the engine wasn't performing and was down on power.....

*Testing on Pendine Sands*





*The start line at Bonneville.....*

Once back at the pits we were raring to go, so we gave the car a quick check over and headed back to course 4 for a comparison run. Once again a long line, absolutely no shade and sweltering temperatures, but this time we knew what to expect. We got to the start all ready. This time Ian achieved an average speed of 137.386mph and crossed the line at nearly 144mph. But the engine was not right and wouldn't produce power above 4000rpm.....

heat and with a barely-visible computer screen (due to the sun) to get the car running. It was sweet, the car revved up cleanly, we managed to see 6500rpm on the rev counter, and despite being a bit loud (the collectors end just behind the front wheels, with no silencers) sounded better than ever. Off we went to the start line, Ian had been given strict instructions on how to run the car, once in third and fourth to gently go up and down through the rev range, so he could give them feedback on how the car was pulling and whether there were any flat spots. This was not a flat out, how fast can we go run.

First thing Sunday we met up on the salt and Bruce (Jensen owner and tuner) started work on the car. Bruce slaved away in extreme



*After a run, awaiting tow back at Bonneville*



*Bruce Bridges retuning the car's ECU map*

Back on the Salt on Monday morning we once again prepared ourselves and edged our way to the start. The car wouldn't start! First thing Tuesday a new starter motor was fitted and the car was running again. Bruce wasn't looking convinced about it though, and wanted to check the tuning one more time. Whilst trying to restart we discovered the battery had now given up the ghost. The vibrations of high speed motoring were quite literally shaking things to pieces.....

The car was now finally starting on the button, running sweetly, so off we went to the start line again. We needed to get this tuning run out of the way, so that we could then move on and start reaching some real speeds. We lined up and Ian set off, nice and cautiously, gently going through the gears and building engine speed and then

letting it drop off. He reached the rev limit in third, the engine felt fantastic, all the power was there. The car had never felt better and Ian went through the finish line full of confidence. On the strength of this run 170+ was easily obtainable. This was our best run yet - 143.887mph - crossing the last mile marker at over 148mph. We went straight back to the end of the line ready for our next run - ready to go flat out!

We got to the start and all looked good until we got the signal to go - and then discovered we had no clutch at all; the pedal went all the way to the floor. Once back at the pits we found that the flexible hose to the slave cylinder had come loose. Yet another vibration- related failure..... Thursday morning, we got to the track as early as possible. We had managed to fix the clutch leak last thing on Wednesday, so the first test was, had it held pressure overnight? Yes it had, we were good to go!

At the start once again, the engine did not sound as sweet as it previously had, but things were looking good. As Ian went off the line the engine felt unusually rough, almost like it had lost a cylinder or two; he pulled off early and we plugged the computer back in.....

Once again, we were good to go; off we went but as before the problems hit again at 4000rpm. This run was disappointing and although we had a fairly respectable top speed (136mph) the average was only 124.320 mph. The car appeared to have gone from too rich to too weak at high speed. The (high) altitude plays a large part in Bonneville tuning, and creates problems for everyone.

Whilst on the line for the last two runs it was pointed out that we had sprung a bit of an oil leak. On inspection this was found to be coming from the front of the gearbox. We were a little concerned that we were going to be running a little low, so we decided to check the oil level. This meant removing the very large steel centre console and then the ballistic blanket that contains the gearbox in the event of catastrophic failure. Once the covers were off the root of the problem could be seen, the gearbox casing had cracked on one side under the extreme loads we were putting it through.



*The cracked gearbox casing*

It seems that the rough surface and high BHP loads were beginning to take their toll.....Harry managed to find some angle iron and strengthened up the casings. A superb on the salt fix! We then prepared for another run. While the gearbox drama had been played out, Bruce had continued with his tuning. All looked good as we checked everything until it became obvious the clutch had failed again. This time the flexible hose that came loose last time had failed completely. With the part now repaired we refitted it, tested it and made our way back to the start line.....

This was the last day of racing and the track was only going to be available until 12.00 noon. There was only a single course open, track number 1 - the big boys' course – this is the full five mile course with a three mile run-off. We knew we only had time for a single run so this was to be it. Discarding any caution the plan was simply to go for it. Jill checked all the restraints, wished us well and gave us permission to go. The moment was upon us, but Ian couldn't select a gear, the clutch felt good but he simply couldn't select any gears. Harry, Pete and I leapt from the chase truck and began pushing the car in an attempt to help. We tried everything, but as it turned out the gearbox had

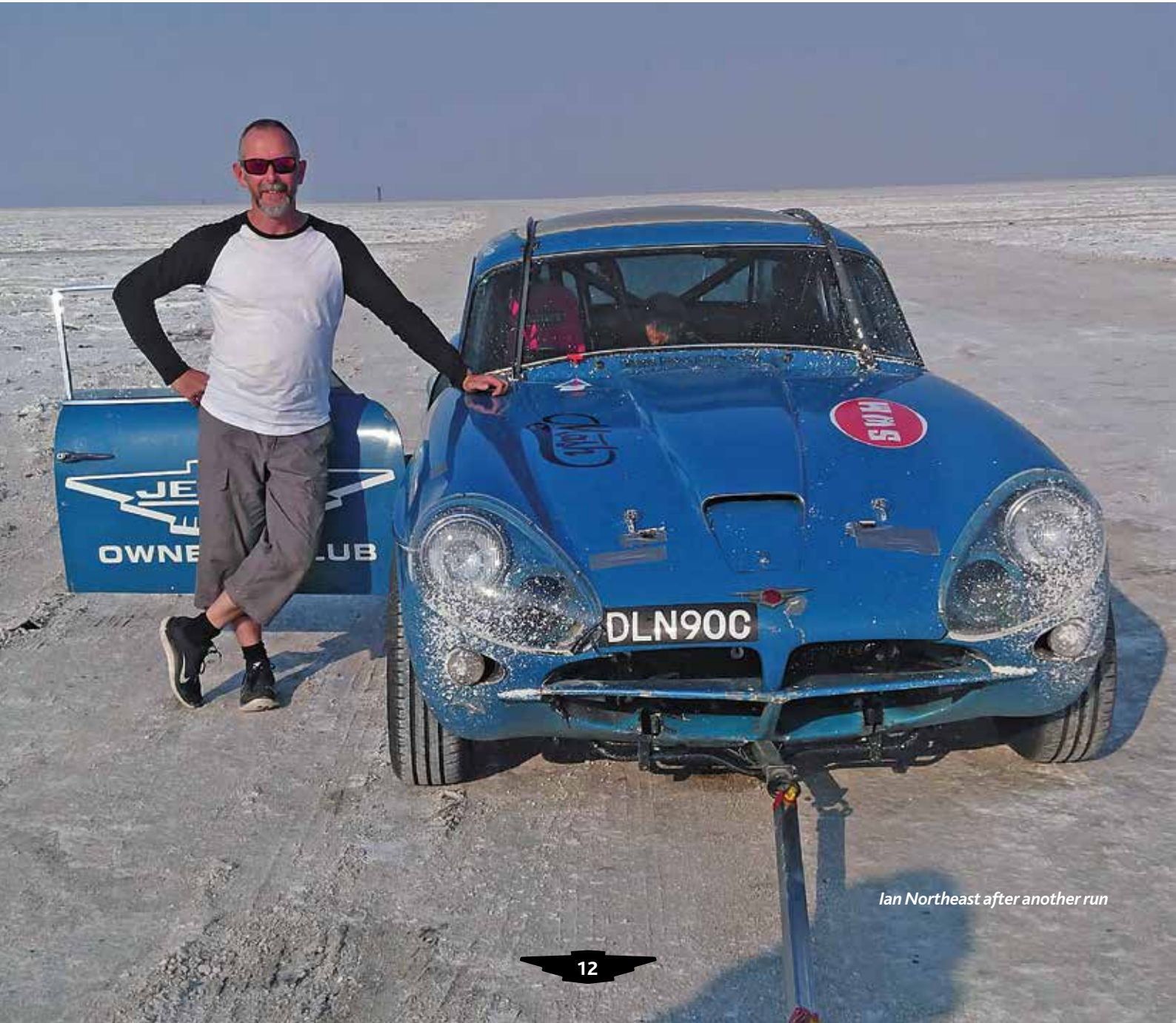
completely failed. The groan of disappointment on our behalf from all the organisers and spectators was almost as loud as the car.

But we had given it everything; this was the first time we had admitted defeat and allowed ourselves to stop working. We had made it to the last day, many did not. From around 400 teams at the start of the week there were now around 60 on the final day. Most had destroyed their mechanicals or had given up for other reasons and left. The pit area as we returned was becoming a ghost town.

Whilst things did not go according to plan, it's very difficult to see how we could have done things differently. What we did achieve was making an awful lot of new really good friends; this was a once in a lifetime experience. I can't wait to do it again.....in 2020 perhaps Ian?

**Andy Best**

Boldly going somewhere very quickly -  
[www.worldsfastestjensen.co.uk](http://www.worldsfastestjensen.co.uk)



*Ian Northeast after another run*



The team at the famous Bonneville Salt Flats sign

**Editor's note:** - What an epic tale of perseverance against the odds; very well done indeed to Ian Northeast and his team. Ian's forthcoming speech on the subject at next year's International dinner in Beverly (Hull) will be all the more eagerly awaited – and hopefully there will be a sequel!



Full team celebration after the final run

## 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

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 .....essex@joc.org.uk

### Jensen C-V8

Chris Walton ..... 0121 3547441

### Jensen 541

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 .....541reg@joc.org.uk  
 Ron Smith .....01283 760535

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#### Calipers

Prices are per single unit

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

#### Servo assemblies

Prices shown for reconditioned unit - Ex

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

#### Master cylinders

Reconditioned master cylinders - Dunlop cylinder single line as fitted to 541 and CV-8 to 1965, reconditioned with stainless steel sleeve, new seals etc £155

#### Piston/cylinder

Prices are per single assembly

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

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

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

Interceptor MKI/II Girling 7/8" £155

Interceptor MKIII Girling 1" £155

Interceptor MKIII FAG £125

Healey sports Girling original £155

#### Caliper seal kits

Prices are shown for axle set of seal

All Dunlop	F	£35
All Dunlop	R	£28
Interceptor MKII/III	F	£28
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# *Three spare fuses and a tin of polish – cue for a film perhaps?*

**W**ell, on the positive side of life, at least these came for free. The rest, as can be deduced from the photographs, currently amounts to a pile of negative equity.....

About seven or eight years ago a 541 did appear on Ebay, and it sparked my interest again. The last time I had seen one on the road was probably over 30 years ago, and prior to that, it would have been at a business seminar of maybe 45 years ago. That one was British Racing Green, on green-painted wire wheels; and I had a TR3A at the time, but the owner was not interested in a swap. The recent one on Ebay was blue, very rough, but fitted with a Jaguar 2.4 litre engine and overdrive gearbox. Bidding went beyond what I thought it was worth at the time, and that was that.

Fast forward to 2014, Ebay again, and my 541R appeared at the Andrew Cassar Emporium in London, and looking decidedly unloved, in red, almost derelict, but with a new bonnet perched over the front and freshly painted steel wheels. Who could refuse? I have always

liked cars that are a little bit different or rare, and this one fitted in well, as it is one of the few surviving DS7 variants. A phone call or two to Andrew, on the grounds of "It's 'ow much!!?", did bring about an enthusiastic conversation or two; and as previously said, who could refuse? Especially when a nice discount was offered, as I intended to collect the Jensen in my own box trailer; the amount of rusted particles falling off on the way home could have been an embarrassment.

Coping with London traffic, then all the way back to Yorkshire with my trusty Shogun and 28 feet of box trailer was interesting to say the least; and I came away thinking that the discount was well deserved. "Watch out for buses and cyclists" warned Andrew. No! The buses and cyclists had better watch out for me.....I don't take prisoners..... and there were several verbal exchanges in pure Anglo-Saxon along the way.

A couple of weeks later in the workshop, I began to take the remains of the car to pieces, taking endless photos and making drawings along



*The 541R in its "as-bought state"*

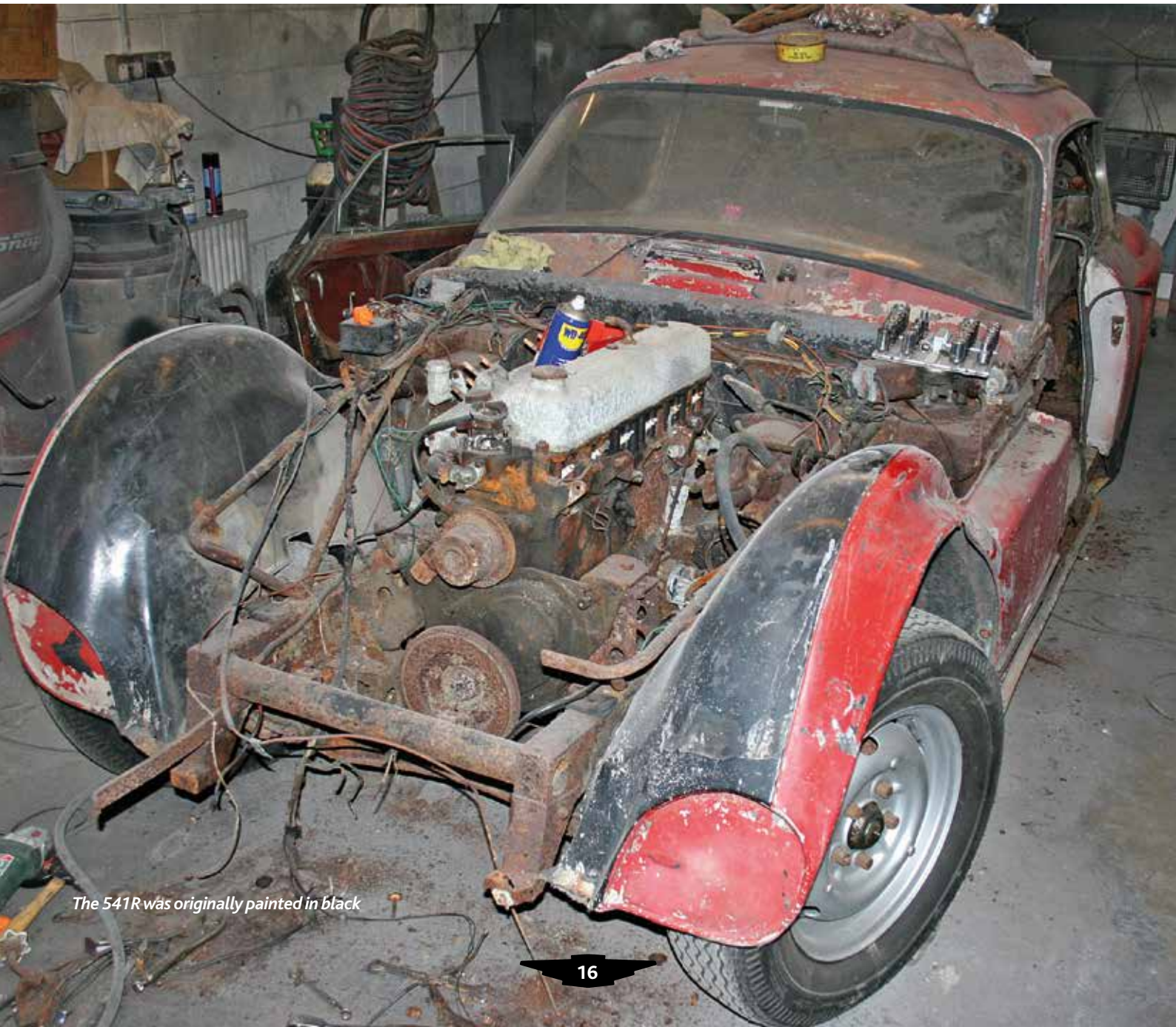
the way. It was useful in as much as the car was pretty original, and hadn't been messed about with over the years. All too soon, work overload with my business took over, and the 541 project had to be side-lined in favour of customers' own cars; and that was that until July 2018. Looking over the 541, on the basis of 'something must be done', I decided the challenge was back on, having browsed the previous lunch-time over a back issue of the JOC magazine falling open on the page showing a resplendent concours 541 at a show. Also, by coincidence, the same week I was in conversation with a gentleman at a boatyard.....talking cars as usual, and he also used to own a 541R, and regrets the day he sold it ever since! Also, of importance, he knows a man who still owns more than half a dozen of them; so I must follow that lead up the next time I'm down at the boatyard.....probably in a few weeks' time.

Shortly after I had bought this car I began looking for some of the missing parts from around the front of the bonnet area, and was lucky to find a pair of the telescopic rams for the bonnet. The owner was clearing out his shed, having scrapped a damaged 541 some years previous. An early 541 bonnet and a pair of rear wings came to light, which I bought as well. Not much use to me with a 541R, but much

better to have saved them, rather than getting cut up and thrown down the tip! Restoring my 541R might give me a taste for taking on another 541 challenge, who knows? Even so, old parts must never be simply thrown away. I believe that the original style steering wheels (Bluemels?) are now being re-manufactured, which would be helpful.....but that is the least of the car's woes.

First registered on the 14th July 1958, and with the registration number 889 ANN, it must have looked amazing in black with the red interior. A very stylish sports car for the late 1950's. As yet, I don't know the early history of the car, but I believe it was a one-owner until 1976, when it was then purchased by a Mr. Hereward from the Frampton Garage in Dorset for £1500. By chance, his wife was also called Felicity Ann, so that may have been a deciding factor at the time of purchase. It isn't clear as to when the car was repainted from its original black to red, but it was red when Mr Hereward bought it in 1976.

In 1978 there was an accident involving the car; most of the damage was confined to the bonnet and fittings. There is a garage receipt for collecting the car on a suspended tow.....and it seems that the car was



*The 541R was originally painted in black*



not repaired, as there is also a receipt for a brand new bonnet and fittings from the JOC Spares Department in 1980, for the princely sum of £175.00 plus tax.

The repair work doesn't appear to have been done, for whatever reason; the car was then stored under a lean-to garage, which years later collapsed on top of the car. I've seen a photo of the car in that state, but lost it.....I think a club member sent me a copy? The owner passed away, and ownership was taken over by his wife for a while. In 2013 Mrs Hereward sold the Jensen to a man up in County Durham; who must have wished he hadn't, and it soon found its way down to London, and Andrew Cassar, custodian of so many Jensens over the years.

It's always nice to have a bit of history with an older car, and if anyone out there can fill in a few gaps or maybe photos, that would be much appreciated. I will send for a history trace of owners from the DVLA. *Editor's note:- this service is believed to be withdrawn due to GDPR.* They are usually very good at that, as I've used the service several times in the past. It does help with the detective work.

As can be seen, this 541R is in a bit of a state. The engine does turn, which is helpful, and fingers are crossed that the cylinder head isn't cracked, (unobtainium) but everything else is toast. Sundry oil leaks have helped preserve the chassis forward of the front bulkhead, but the rest is all scrap. 'A' posts and 'B' posts have all but rotted away, and the doors are just dreadful. I'm lucky to have men in my workshop that are well versed in steel chassis and bodywork fabrication, and I'm assured that producing a new chassis is a challenge, but not a problem. As every area on the fibreglass bodyshell is crazed down through the gel-coat, then the repair of that, for us, will be a 'first'. Nothing ventured, nothing gained, and it will be restored to its original black paint and red interior. A conversion onto wire wheels is almost a certainty.

Along with the few receipts that miraculously survived and came with the car, there is also a driver's handbook; if it can be called such. Perhaps it is missing its front page or cover, I don't know; but it consists of several foolscap sized sheets of information, typed out and printed on an old office Gestalith machine of its day. It was only 1958, after all, but even so, a bit of a shabby booklet to be handed out with a newly-purchased Jensen! The earlier 1955/6 cars do appear to have had their own printed handbook, so how my car came to have a typewritten version, I don't know....but I'm sure someone out there in the anorak department will put me right.

Still, it is part of the car's history, and as with the car, it's survived - but only just.....



*The photos give a good idea of the amount of restoration required - a pile of negative equity at present!*



Hopefully, in the coming months I can update readers with progress and photos, but as with all restorations of anything driving, floating or flying, it will look a lot worse before it starts to look any better!

**Roger Brotton**

Chassis 541R 3214319

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## ***Getting Jensen attention***

**J**OC Norway is active in getting attention to the Jensen brand, and for the two latter years, the Norwegian branch has attended the two biggest car shows in Norway. We're happy to say that the marque Jensen gets good attention.

Having had a dream summer for classic car owners this year with a three month heat wave from start of May to start of August, it's about time to think about the show season again in Norway. For six years the Jensen Owners' Club Norway has attended Oslo Motor Show in the autumn, and in April we've also attended the newly-started Classic Cars Show Oslo.

Oslo Motor Show (officially shortened to OMS) is the largest attracting more than 40,000 car enthusiasts for three days at Lillestrøm over the last weekend of October each year. Classic Cars Show Oslo,(CCS)

started up in Trondheim in the middle of Norway in 2016, but has for the last two years also held a show at Exporama outside of Oslo, which is bigger, with about 20,000 attending it over a two day weekend. This year Exporama changed its name to X Meeting Point, when they also opened Norway's first Marriot Hotel in connection with the show.

JOCN has found these shows to be the important ones to attend, due to the number of possible enthusiasts attending. It seems that the Classic Cars Show is enabling us to meet up with many possible future Jensen owners. We realize that we are obliged to tell them about the marque for generations that haven't heard about it, of course.

It's always fun when a grandad brings over his grandchildren and starts talking about a Jensen being his dream car when young, and that it was completely impossible to even dream about buying one! This also



*Oslo Motor Show 2017 – youngster taking a selfie!*

*Ladies tend to like the stunning design of the 541 most of all*



*A father explaining a Jensen Healey's engine bay to his young son*

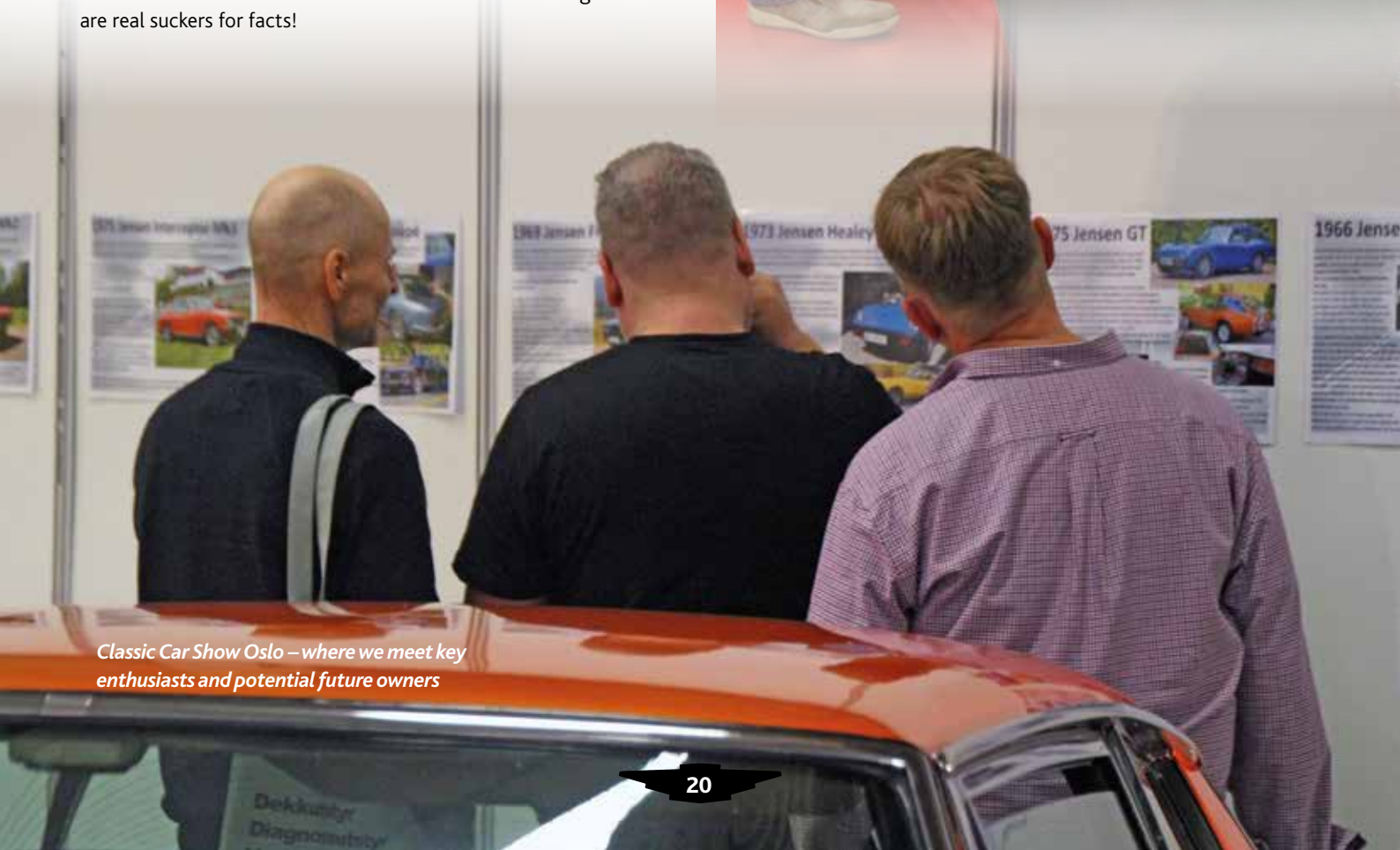


makes a great impression on the children, and especially when we let them sit inside an FF or an Interceptor it's selfie time, big time!

The smallest children are attracted to the lower and sleeker Jensen Healeys, (when we've got one in the show) - which we've had for the last shows. But bringing along an FF or a 541 seems to please the crowds most of all.

The FF (when they realize what it actually is) as a unique 4WD treasure, and the 541S or 541R simply because of its stunning design. The women tend to love the 541.

When that is said, all Jensens seem to get huge interest, and the written info on each car also seem to make the interest grow. Some are real suckers for facts!



*Classic Car Show Oslo – where we meet key enthusiasts and potential future owners*



*Maintaining the interest of youngsters*

Because of that we've made info posters for each main model of Jensen, and also all the technical stuff. Some are interested in the FF drivetrain, others in the engines, gears and suspensions.

Thanks to many of our Norwegian members who volunteer to spend a day or more on the JOCN stand, we enjoy some great days of Jensen talks, and get inspiring discussions with other car enthusiasts.

We also meet up with former Interceptor or Jensen Healey owners. The Interceptor is most well-known, of course. But also with Austin Healey owners, or the likes of Sunbeam Tigers or Volvo P1800s for those who know their history.

We're absolutely prioritizing CCS mid-April 2019, and we hope to see some of this magazine's readers there as well.

### ***Ole Jon Tveito***

Club Secretary, JOC Norway

**Editor's note:-** *I'm delighted that the JOCN is trying so hard to attract the younger generation and publicise the marque. I'm sure we should do more. In the same vein, therefore, the following article is published on the subject of getting younger people interested in classic cars – as Shaun says in his Chairman's letter – we need to do more!!!!*

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## Getting youngsters into classics



Forget gaffa tape and body filler, these three spectacular MGs all belong to owners in the MG Car Club's Young Members Register

**O**ne enthusiast has a radical solution to help reverse the ageing profile of classic car club members - lend some of the cars to youngsters for a year and get them hooked!

The ageing profile of members in many clubs is a perennial worry to those wondering who will have the interest and the passion to keep their classics on the road when it is time for the current drivers to hang up their keys. The concern is twofold: on the one hand that youngsters who have grown up in the digital world of social media simply won't see the relevance of joining a formal car club, and on the other that they will have developed nostalgic attractions to a much more recent generation of car leaving the established classics unloved and unwanted.

The situation is not helped by spiralling values for classic cars, which often price younger drivers out of the market. That is not such a problem for marques which continue in production today, as they generally enjoy a ready supply of modern classics, secondhand cars and new models to act as an entry point to the brand. A youngster is far more likely to acquire an interest in the classic MGs if they run a £500 ZR as a daily driver for example, than they would have been if the marque had died with the closure of Abingdon in 1980 some two decades before they were even born. However, supporting a 'dead' marque does not inevitably mean a club is doomed to a slow decline. The MG Car Club has set up a Young Members Group complete with a special graduated pricing structure, but the TR Register (the last TR was built in 1981 and the last Triumph in 1984) did something similar with their Youth Group some years back, as did many others. And it is interesting to note that many of the younger members covet and eventually buy models that they could never have seen in general use on the road.



Holly Davies at the wheel of the 1934 Morgan Super Sports with her father in the passenger seat

As for the relevance of formal car clubs in this digital age, there too the news is not all bad. Groups such as the Rover P6 Club who embrace the digital revolution have been able to make social media and online forums work to their advantage and increase membership as a result. The Rover marque survived until 2005 of course, but the last Standard car was built way back in 1963 and yet the Standard Motor Club has also managed to stay strong, in part by offering products and services that the members need, including a well-stocked and expanding webshop.

But perhaps the most radical attempt of all in helping encourage youngsters into older classic cars is the Classic Car Loan Project instigated last year by Bob Wilkinson. That began when a friend offered to lend his 1929 Ford Model A Phaeton Tourer to a young enthusiast for 12 months, and Bob stepped up to the plate to organise things. This April the project returned for a second year, but this time with three cars to be handed over to their temporary custodians at the British Motor Museum in Gaydon - the Ford has now been joined by a 1934 Morgan Super Sports three-wheeler owned by a member of the Morgan Three Wheeler Club and a 1960 Vauxhall Victor that has been left to the Vauxhall Victor Club by a late member.

All three classics have been generously loaned out for 12 months, the Ford to Sara Jordan, the Vauxhall to Tom Pocock and the Morgan to Holly Davies. These three youngsters were selected from a shortlist of hopefuls, all aged 25 or above who were able to store the vehicle securely and also display some aptitude or close family support that would help them care for their charges. In return they each have a designated contact from within the respective club to offer further help and support.

In their first progress report since then, it appears that all three youngsters are getting on well. Sara Jordan said of the Ford: 'I'm having great fun after getting used to double-declutching during changes on the non-synchro gearbox. I have met some very nice people who have welcomed me into the vintage car family with open arms. Everyone has been so helpful, and I am enjoying going to events and looking at all the vintage cars so that I can get an idea of what vehicle I will buy myself. I am so lucky to have had this opportunity. Minor repairs to a stoplight and speedo cable have been the only times I have got my hands dirty... so far!'

Tom Pocock was quickly at home with the 1960 Victor. He says: 'Luckily the Victor shares a modern layout and many modern conveniences such as a synchromesh gearbox and windscreen wipers, though we did miss a few things like seatbelts. The first thing that hit me was the smell; nothing smells quite like a classic!'

It took a few laps round the practise area at Gaydon to get the hang of the column gear shift, but the journey home passed without incident. We did get many smiles and waves - the car certainly draws plenty of positive attention. I want to extend my thanks to the Vauxhall Victor Owners Club, Peter James Insurance and Bob for putting the whole scheme in place. I'm looking forward immensely to the year ahead and sharing the joy of classic ownership.'

Holly Davies said of the Morgan (which is called Mabel): "Everybody in the Morgan Three Wheeler Club was welcoming, friendly and

intrigued to know more about the loan project and our year ahead. The driving experience is unlike anything I've done before, and I have to say it's made my Fiesta ST look tame. There is nothing better than motoring through the English countryside with the wind in your hair and waving to passers-by, although I have to learn not to wave with my right hand because we slow down quite quickly when I drop the hand throttle..." She added: "I've been sharing photos of Mabel on Instagram using the hashtag #livingwithmabel, so if anyone does want to follow our year they just need to search for that. It's what all the kids are doing these days apparently!"

Leaving the final word to Bob, he said: "It takes months to organise the scheme so I am looking now for more cars to be included in the project next season. We are fortunate to have the backing of Peter James Insurance, Longstone Tyres and the relevant owners clubs to give viability and credibility to this initiative to encourage the next generation, and I would hope to have six or maybe even eight cars available for loan next season."

If you or your club want to be part of this laudable initiative, you can contact Bob via email at bobwilkinson49@hotmail.co.uk or by calling 01832 734463. Details of the cars that will be available in April 2019 should appear this summer, with applications being accepted from autumn - we'll bring you full details when they are released.

**Editor's note: - Any thoughts re the above article with respect to the JOC? (Article reprinted by kind permission of Classic Car Buyer)**



**Sara Jordan drove the Ford Model A (centre) to Toddington train station for the Wartime in the Cotswolds event**

*Tom Pocock found the 1960 Vauxhall Victor a pleasure to drive - once he had mastered the column gear change*



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# Nothing changes – wherever you live!

**L**et me shatter the dreams of those contemplating a life abroad, driving your Jensen along beautifully exotic winding roads in some sunny paradise, once and for all. The dire truth is that life simply goes on wherever you settle. The house still needs your attention, the dustbin really doesn't empty itself, shopping doesn't deliver itself, maintenance continues to be necessary and weeds keep growing. Really, it may come as a shock to you but it's true. Life abroad isn't so much different from what you're used to now. Believe me.

We've been enjoying life in the south-west of *la douce France* for some 10 years now. After the lengthy and wearing hustle and bustle of restoring our ruin into a more or less liveable house, friends and family back home still imagine us holidaying all the time on the shaded terrace of some quaint local restaurant or bar, with a good glass of wine in one hand and a *baguette jambon et camembert* in the other. The reality, of course, is a tad different. Mind you, I'd recommend every single one of you to take the plunge and move to a place where life unfolds itself a little more colourfully and less erratically. But don't think your change of scenery will suddenly dissolve everything you dislike about living where you're stationed now.

### Collywobbles

The truth about living abroad is the very reason why we continue enjoying something those we left behind in our old home country find unimaginable: holidays and outings, to reset our minds and top

off the mental batteries. A month or so ago, for example, we decided to explore the big hump south of us - the Pyrenees, and what lies beyond. Being the classics aficionados we are, we decided it would be the perfect opportunity to put our latest acquisition through its paces: the €1,000 1991 Mercedes-Benz 300E-24. Our automotive choice gave us a bit of the collywobbles to be honest, since this would be its first real tour after a three year unprotected slumber in some desolate field nearby. And, more worrisome, so far we'd taken it no further than one trip to the shops, a mere 15kms from where we live. It really lived up to this model's reputation of German indestructibility, though, and behaved truly impeccably throughout the 1,750kms there and back. Even the, very necessary as it turned out, complicated aircon system eagerly did what we asked it to do, without a single protest or the slightest groan. I was chuffed. But soon after we got back something about this trip just didn't feel right. And I just couldn't figure out what was nagging me about the outing we so thoroughly enjoyed. Until, that is, I needed a bunch of tools from our garage - to repair the water heater that had packed up during our absence. As I said, life continues throwing curveballs at you wherever you call home.....

### The final push

Once inside the workshop and as usual quickly scanning the tarps covering our slumbering Jensens, my eyes halted on the neatly-enveloped Knickers, our C-V8. And then it hit me. Like a ton of bricks made out of automotive metal. The trip to the Iberian peninsula had been great, certainly. But it would have made the journey so much



Knickers with her tarpaulin off, and her underside exposed.....

more fun, supremely glorious actually, if we could have done it in my pride and joy hiding underneath that wretched cover. I felt a pang in my heart. Because let's be honest, it's just wrong that this lovely three-quarters restored West Bromwich monster should stay in involuntary hiding any longer. Especially because we just love driving it, as I can vaguely remember from a bygone era.

It was there and then that I decided to pick up the wrench once more and give our Knickers the final shove towards the long and winding roads of the Dordogneshire and beyond. Or at least a gentle push in the right direction.....

### **Confront my fears**

The problem with Knickers is that the company which extensively restored her entrails for us has forgotten to cut the circular ventilation holes in the all-new footwells. Which I didn't notice when they returned our C-V8 from the 14-month resto, being too impressed by its new shiny designer coat. To be honest, the guys at the workshop couldn't really have known about this vent gap. Because the entire tin-wormed bottom part of this piece of metal between the wheel arch and door, with the infamous cavity in it, was cut out during a previous resto - by a reputable Jensen specialist in the UK I should add. In their infinite wisdom they'd simply left it just like that. Both on the nearside and offside. Unbelievable but true. Anyway, since I'm like a blind rhino in a Limoges porcelain shop when it comes to metalworking, I've postponed the necessary corrective surgery, or any other work on her for that matter, for far too long. Indefinitely, almost. And now, standing in front of my favourite classic car of all time, I realised I had unconsciously chosen the Merc as a surrogate (albeit pretty comfortable and reliable) means of transportation for our recent trip. Instead of just finishing our Jensen Bros creation in the time that lay behind us and letting her breathe the fresh air of the Pyrenees mountain roads. Ridiculous. I had to confront my metallurgical fears and get on with it. Now.

### **More holes than Dutch cheese**

I should tell you here that I'd already made several attempts at punching a hole into Knickers' Fe skirts before I simply banned the problem, and the car, from my mind. I had first carefully measured where the hole should be positioned before attacking the metal with an electric jigsaw. I abandoned this first attempt pretty pronto, when



*The result of sawing the metal.....*

the saw blade started exercising a mind of its own, cutting through the metal in directions anywhere but the circle I had so accurately drawn. I tried using a finer blade and then, when that miserably failed too, a small circular air saw - only to find out it spun entirely out of control in the confined space. With only a pretty big dent in my pride as a result of my efforts, I then consulted a specialist who recommended something apparently called a nibbler cutter, so I ordered one.....

The contraption actually did nibble at the sheet - but more like a rat randomly chomping away at a biscuit.

My endeavours (before I had to admit defeat) resulted in more holes than a slice of Dutch - or even Swiss - cheese, but nowhere near the size or shape I'd anticipated.

### **Victory is mine!**

So, after my recent enlightening visit to our garage, I once again found myself scanning the interweb for a solution to my long-lasting frustration. What I found was a large diameter circular metal drill, not precisely but close enough to the size of the opening once made by the workforce at Kelvin Way.



*The result after using the circular metal drill*

I got onto the job the minute the thing arrived. Having no expense spared when Knickers was being saved for the coming decades, the drill-thing was utterly exhausted after biting about halfway through the first hole in the thick metal sheets - so much for ordering the cheapest one I could find.

So I obtained three more, of a known brand at thrice the price. Keen and eager to at long last overcome my anxiety, I attacked the problem with the new apparatus and lo and behold; 30 sweaty minutes later a hole appeared just about where it should be.

It took me several hours divided by forty winks to cut through the Atomic #26 plate on the other side, but after nearly two years of procrastination I finally felt awfully contented with myself: victory was mine!

**Nothing really changes**

That was two weeks ago. I still haven't cut, nor placed, the insulating layer nor the beautiful new dark blue tapestry that's been waiting to be installed in our C-V8 for so long.....

Not because I all of a sudden replaced my metalworking fears for the carpet jitters or because I don't have a Stanley knife or any such mundane obstacles.

No, it's because more imperative duties have been calling ever since my triumph over Knickers' metal innards. Christine kindly, but this time rather threateningly, asked me to finally repair the water heater, the chicken coop needs a new roof and our Defender requires my attention because it decided to fail its French MOT. Oh, and at midday we're meeting some friends at a quaint little restaurant round the corner for a glass of grape juice and a bite to eat. As I said before, nothing really changes, wherever you live. Not even the continuous lack of spare time.....



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# *JOC at Hampton Court Palace Concours D'Elegance*



*Stewart Kelsey's Interceptor with some of the other entrants to the Club Trophy*

31st August - 2nd SEPTEMBER 2017

**L**ast year we learned that Hampton Court Palace would be the venue for this prestigious event for the next 5 years, and so once again a group of JOC members travelled from all directions to attend. Our elite JOC team of 16 cars all arrived by 8.30am, as required, at the Stud Gate entrance, amidst ancient oaks and the resident herd of fallow deer. Here we organised ourselves in age order (the cars that is!), after that is the usual delay caused by 70 Aston Martin owners getting parked correctly.....

We progressed in convoy to our appointed display area, at least a mile through the grounds towards the Palace, overlooking the River Thames, and next to the Astons. This venue had again attracted some of the premier cars from around the world, including a number of Pebble Beach Concours winners.

Despite reductions on breakfast availability, some of us managed to uncover the Privy café, deep inside the kitchens of the Palace, and so Full English breakfasts and bacon butties were the first priority. We all had a great opportunity to explore the whole grounds, discovering so

many individual cars and stands, together with owners, or more often minders, and our tickets gave us access to the apartments of William III and Henry VIII - how they lived in those days!

Stewart Kelsey and Kevin Newman, being 3rd and 5th respectively in our Concours earlier in the year, had entered the Club Trophy the previous day, and faced stiff opposition, the prize eventually going to a 1939 Lagonda Rapide. Stewart and Kevin were the invited guests of the Concours event, so full hospitality was afforded to them, and throughout the Saturday they would disappear, saying, "just off for a cuppa" which meant anything from a multi-course meal to a full cream tea! Their memories of the day have been recorded elsewhere.

For the first time, we sported a ballot box on the Saturday, with voting cards and eager drivers awaiting the visitors to seek their best Jensen in the display, for which a trophy awaited the winning driver. After much help from Justine and Robyn Cream on the count, Lennie and Patsy Boulton were declared the winners, with 47 out of the 270 votes cast. The result was of course a lot more interest from visitors in our cars.



**Lenny and Patsy Boulton's 541R – winner of the JOC People's Choice award**



**A 1934 Standard Swallow 11/2 litre (two owners from new) David Wright's favourite car of the show**

These images can only give a taste of the automotive feast we enjoyed. Let's hope the JOC will support this event again.

With such a top-ticket event, we have the JOC to thank for assisting with the entry costs of the cars and their drivers.

Thanks too must go to all our display participants, Mick Barnett, who again showed both his early Interceptors, Lennie and Patsy Boulton, John Staddon, David and Trish Klondar, Eddie Harragan and family, Stewart Kelsey and son, Terry and Hazel Grange, Gary Cream and family, our Chairman Shaun Winfield (with Chris and Vivien Reed as passengers), Kevin Newman and Rich Briggs-Price, Mick Liston, Kevin Crafts, Jan and David Devine, Ken and Chris Cassell, and finally Chris and yours truly.

Particular thanks to Gary's wife, Justine, and daughter Robyn, who helped considerably when it came to the counting of the votes.

---

## **David Wright**

### **KEVIN NEWMAN & RICH BRIGGS-PRICE WRITE:-**

**A**fter spending 2 years communicating with the owner in Germany we were delighted to agree the purchase of our red Jensen S-V8. Since then we have had some paintwork carried out, fitted new rear wheels, refurbished the front wheels, had the engine bay detailed - but overall the car was very good - and low mileage - we do love the red colour - and we do find the car a joy to drive.

So, you can imagine how pleased we were to receive the Chairman's Cup at the Jensen International this year - an unexpected but I think a deserving prize for an often overlooked Jensen model. Thank you, Mr Chairman. Due to our International success from the JOC we were invited to Hampton Court on the Friday (which really is Preview & Press Day).

The Club Trophy cars are presented and a winner selected from these cars, which included Alvis, Bentley, Jaguar, Aston Martin, Jensen and

various others. Well let me tell you - we did not win. The winner was a wonderful condition 1939 Lagonda; frankly when I saw the line-up I knew we would not win with our car - which after all is not an old vehicle, just a very rare one.

It was the S-V8's rarity that stopped Prince Michael in his tracks as he briefly inspected all the Club Trophy Cars (Prince Michael is the patron of the Hampton Court Concours).

Anyway he stopped at the S-V8 and looked at it for a while, he then surprised me by asking 'Do you own this car?', so I said 'Yes, it's a Jensen'. Again he surprised me by saying 'It's an S-V8 isn't it? I have never seen one'. Anyway, without giving a word by word account I proceeded to tell him of the numbers made and a brief history of the S-V8 story. He chatted away for a few minutes and I was impressed with his car knowledge.

Only afterwards did I realize how impressive all this was, in the beautiful grounds of Hampton Court with the palace in the background, chatting with Royalty about Jensen motorcars.

Rich was able to take a few pictures of the moment, with Prince Michael taking a genuine interest in the car - touching it and checking out the interior and dashboard. All in all, a good thing for Jensen and the JOC, and for the S-V8. What an honour to even be at this most prestigious event; thanks to David Wright for his terrific organization, all went smoothly.

On Saturday all the Jensens were lined up in order of age of vehicle, which of course meant I was last in the line-up; how impressive all these shiny Jensens looked snaking their way across private grounds towards the gardens of Hampton Court Palace. We followed the Aston Martin Owners' Club cars in: they all took their usual sweet time parking up, but once parked in a neat age-order line, a good time was had by all - David and Chris Wright held a vote for your favourite Jensen award in which members of the public were invited to partake; the winner was Lenny Boulton's 541R.

A major date in the classic car scene makes this a must-do very prestigious event, so this is one JOC member saying a huge thank you to the club for supporting it, and in getting the Jensen name out there



*HRH Prince Michael with Kevin Newman and the Jensen S-V8*

to the public - in turn increasing awareness of the marque and creating interest, which will benefit all owners with rising resale values.

Thank you also to David Wright for his tireless persuasion to all members to get their well-presented cars shown, on time and in the correct order.

The decision was taken to travel up from the New Forest on the Thursday afternoon with two vehicles to give us time to get the car cleaned and covered up ready for the Friday morning. Having a second vehicle meant we had somewhere to leave all the paraphernalia.....

We awoke Friday morning with the prospect of perfect weather for such an occasion, and after a brief battle with the commuter traffic

***Kevin Newman & Rich Briggs-Price***

**STEWART KELSEY WRITES:-**

**M**y son Stephen and I had attended the Jensen Owners' Club International this year at Great Malvern. On the Sunday we had taken part in the Concours and had a most enjoyable time. We had achieved third place, we were about to exit the car park for the journey home when David (Wright) appeared at the window and said would I like to be one of the two cars to represent the club on the Friday at The Hampton Court Concours of Elegance as the first and second placed cars couldn't make it? I jumped at the chance, having been lucky enough to do the same thing at Windsor Castle a couple of years ago with Darren Barnes.



*Stewart Kelsey's Interceptor*



we arrived on time at the Stud Gate assembly point, where we were meet by Kevin Newman and Richard with their very nice aluminium-bodied (Chassis No 1) Jensen S-V8 looking very good in its shade of red. We were in the company of some very exotic machinery indeed, and I think the S-V8 and the Interceptor looked right at home amongst them.

One of the big highlights for me at these events as much as the Concours itself is the drive through the royal park, it is quite spectacular.

We followed an Alfa Romeo Spyder with a Ferrari 365 GTB4 (Daytona) behind us, which was running on less cylinders than it should.

We got parked up fairly quickly which gave us time for another quick fettle. Kevin and Richard were a few cars to our left.

Judging got under way quite smartly, and was already only a few cars before us when we returned at 10.45 from a look around.

The judges seemed very good, and I believe genuinely interested in the cars and what their owners had to say about them.

HRH Prince Michael made a whistle-stop tour - although he did stop to speak to Kevin about his S-V8.

When the dust had settled it turned out that a Lagonda Rapide had won, probably deservedly as it was very good.

All in all a very good day, we didn't win, but at least we flew the flag for the club.

Saturday morning arrived with perfect weather on offer again.

Stephen and I arrived at the Stud Gate assembly point at 8.15 to meet the other 16 or 17 cars for the Jensen display, although this time Richard was in their Aston Martin and Kevin was in the S-V8. Another wonderful drive through the park followed by the usual wait for the Aston boys, got to be careful because this time Richard was one of them! The whole day was very enjoyable, I can't think of a better way to spend a Saturday.

Eddie Harragan's white Interceptor gets better every time I see it and Gary's car was looking good in the sunshine. Well done to David and Chris for masterminding the People's Choice vote: Kevin was working hard getting people involved, and a well-deserved win for Lenny and Patricia Bolton in their 541. In summing up all I can say is great cars, great people, great venue and great weather.

Thank you David and Chris for all your efforts in organising the event for the club and the Cream family for their counting skills!

---

***Stewart Kelsey***

*The JOC cars lined up at Hampton Court Palace*



## *The Belgium Jensen owners' first Reunion*



**A**fter a long period of bad weather, the first JOB tour took place on a sunny Sunday 3 June. Guido and his wife Bea, the owners of the red 541, invited us to their Hydrangea nursery / car-museum for the start of the first outing.

Due to the late announcement, a lot of Belgian owners were not able to come, but we had 9 Jensens and 2 substitutes, one for an FF and one for an Interceptor. We had 2 Jensen-Healeys, 4 Interceptor Convertibles, 1 Jensen 541 and 2 Interceptor Saloons. One S-V8 broke down on its way to us, and an Early Interceptor stayed at home as the driver was not feeling well.

We are very satisfied with this result. Thanks to the JOC publication we had owners from France and The Netherlands as well!

Do we taste something international?

It was a nice short trip through a beautiful Belgian landscape with excellent traditional food and many drinks. Who is up for the next reunion?

***Ermin Claeys***



## *The Scottish Motor Show, Edinburgh*

**H**i fellow club folks, after our abortive trip to the JOC International in Malvern and the ignominious return to Inverness on the back of an AA breakdown truck (best mpg I have got so far though), I got on the blower to Keith at Martin Robey the next morning (Friday). I ordered a brand new uprated alternator which duly arrived the following Monday and which I installed on the Tuesday, a fairly routine procedure.

After fitting the alternator I took the car out for a test drive, switched on all of the electrical thingummy-jigs and it all worked well, so I was back on the road again in June and fully functional. I then received my copy of "Jensen" (July - August) and on reading the "Editorial" (we definitely read this valuable source of information) I contacted "Classic

Car LEDs" and invested in LED replacements for my back lights, side lights, indicators (including the repeaters), all interior lights and brake lights. The replacement of the bulbs for the indicators and four-way flashers was interesting, as they require an earth connection, and therefore new flasher units. In true Jensen fashion the flasher units are awkward to get at but it was an interesting hour's work.

All the new LEDs work well and, as Paul says, much brighter for less power consumption.

Thus, in July, complete with new lights and alternator I set off for the Scottish Motor Show in Edinburgh which I had entered on line way back in February. The show was a somewhat perplexing experience



*The Interceptor MkII gleaming in the Scottish Motor Show*



*A very smart American hot-rod with its V8 on show*

as, after receiving an e-mail telling me that I was entered in the "Showcase Arena", I heard nothing more until the Thursday before the event on the following Sunday. There was also no explanation as to what the "Showcase Area" was. On the Thursday I received, by mail, gate passes and instructions as to where to go. It seems to me that, in Scotland as well as in England, capital city residents assume everyone lives within an hour's drive of the city so they do not need time to organise accommodation, in the capital city in the middle of the summer holiday season! Fortunately, thanks to Holiday Inn, I was able to obtain a room at the airport hotel which just happened to be 10 minutes' walk from the event at the Ingleston Show Grounds.

We arrived at the Ingleston show grounds in Edinburgh on the Saturday before the show at around 1300 without incident, and were allowed to park up on arrival. Due to our early arrival I was amongst the first cars in the "Showcase Area", which turned out to be in the main hall. We parked up and, as we had driven about 170 miles, I decided to give the car a bit of a wipe down and remove the worst of the road grime. This was not too much of a problem as the weather had been dry. Half way through my cleaning exercise a Ford Focus RS was parked up next to me. The owner of the immaculately-presented car, (who had driven around 30 miles from Falkirk) removed his wheels and commenced to clean the inside of the wheels and the brake calipers.....A bit over the top, I thought, on what was essentially a new car which was already gleaming: bear in mind though that my wife can see dust and grime in the house that I can't..... At this point I began to feel inadequate and we decided to book into the hotel and get some lunch.

The following day, Sunday, the day of the show, we found the Showcase Area packed to the gunnels with a mixed batch of vehicles parked up with no rhyme or reason. There were one or two classics and oddballs (rat rods etc) parked among a plethora of Ford Focuses, Honda Civics, Subarus and Mitsubishi Evos. There were even a couple of semi-trailer tractor units with superb murals painted on them. All in all though it was a bit like being parked in a supermarket car park.

The rest of the show was much the same with loads of ordinary vehicles interspersed with nuggets of interesting cars, the Americana collection was best organised. Unlike the NEC show which is professional and focused (not the Ford kind) it gave the general appearance of a show which was not quite sure what it wanted to be in format other than a collection of miscellaneous cars grouped together in a random fashion, a bit of an amateur effort unfortunately. I have included a few pictures including my Jensen in situ.

As usual at rallies I attend the Interceptor draws a lot of interest, mostly from people who know the car but have never seen one in the flesh. At around 1700 the show finished and we left Edinburg for home without incident, the Interceptor performed perfectly.

So far this year we have attended several local rallies at Forres, Inverness, Tain, The Historic Wheels Rally (from Gordon Castle to Brodie Castle), The Rosemarkie rally (from Dingwall to Rosemarkie on the Black Isle) and Buckie. One major local event looms on the 2nd of September at Grantown for "Motor Mania" where the roads in the centre of town are closed for the day and filled with up to 500 interesting vehicles.

That's it for now as the Gold Interceptor is going in for some winter cosmetic attention as, for some reason, there appears to be some areas of rust appearing here and there, can't understand it, on a British car of the seventies, very odd.....

Obviously that great British automotive design point, the "oil leak", built in to all classic British cars to prevent rusting by spraying generous quantities of oil all over the chassis, has failed to adequately do its job!

***Richard Gibson***



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# A word to the wise!

**My Jensen motoring year was cut short following a nasty engine bay fire in my Healey whilst on the way to Abingdon Classic Car show in May. Damage was so severe the exact cause of the fire could not be ascertained, but I suspect it was caused by a fuel leak. I'd recommend Healey and GT owners check all the fuel lines in their cars and confirm they are suitable for use with petrol containing up to 10% ethanol. Also, fill up with Super Unleaded 97 grade petrol rather than standard as currently there is no requirement for this fuel to contain ethanol.**

Fortunately, after 4 months of discussion with my insurance company I have now received a suitable payout settlement, and as part of the deal I have kept hold of my car with the intention of fully restoring it again. I've had my current Jensen Healey since 1991 and restored it to concours standard in the mid 1990's. I attended numerous JOC concours events from 1997 through to 2008 winning several prizes. Prior to that I've had numerous Jensen Healeys and a GT since joining the Jensen Owners' Club in 1981. It's therefore been pretty strange not having a Healey to drive and to attend classic car shows with.

Helen has mentioned in many of her articles the importance of obtaining an agreed vehicle value from your insurance company and this certainly helped with my claim. Unfortunately, even though I'd received an up-to-date vehicle valuation from Helen earlier in the year this wasn't in place on my policy at the time of the fire. Unbeknown to me, what made matters worse was my old agreed value had lapsed, so when the insurance engineer came to examine my car they assigned a value based purely on market value. This is determined from sales adverts of similar cars. Those of us who regularly check auction sites and classic car for sale sites will know that Jensen Healeys come up for sale quite rarely and good, concours condition cars, come up for sale once in a blue moon.

With the fire damage extending into the passenger compartment as well as totally destroying everything rubber and plastic in the engine bay, it was unsurprising that the engineer's report came back with the vehicle as a total loss Category N, but worryingly their valuation of my car came up quite a lot less than Helen's valuation. The Category N notification is assigned for repairable vehicles which have not suffered any damage to the structural frame or chassis of the vehicle. To support my valuation I gathered together all the information I could; Helen's latest valuation, all the concours certificates the car had received, copies of the magazine articles the car has appeared in, and a list of shows the car has appeared at. A big thank you to everyone who provided advice and reports on the pre-accident condition of my vehicle. After several weeks the insurance company came back to me with an improved vehicle value offer which was more in line with my valuation.

From the outset I'd indicated that I wanted to retain salvage of the vehicle if at all possible, as I wanted to repair/restore the vehicle

and return it to the road. In line with many insurance companies the company I was with determine the value of the salvage as a percentage of the vehicle value. Basically, if the vehicle is valued at less than £10000 the salvage value is 30%, for vehicles of more than £10000 but less than £25000 the salvage value is 40% of the vehicle value. In my particular case with the vehicle now valued at £16000 the salvage value would cost me £6400, which for a partially burnt out Jensen Healey was ridiculous. After several more weeks of 'discussion', and then taking the case to their complaints department, they finally upheld my complaint and re-adjusted the salvage value to 6% of the vehicle value, the 6% being much more in-line with what the salvage is worth.

I'm obviously relieved that the whole saga is over and I've come out of it with a reasonable settlement. I'd spent a lot of time researching on the internet and gathering valuable information to benefit my claim. The bottom line is that insurance companies have an obligation to treat you, the customer, fairly.

It is worth mentioning a helpful clause in the Code of Practice for categorising motor vehicle salvage applicable to classic cars. It states the following:-

*'It is recognised that some historic / classic vehicles or vehicles of special interest (sentimental value) may be repaired irrespective of the extent of damage, providing it is safe to do so.'*

Therefore the category N notice the insurance company initially assigned to my vehicle does not apply, and so the vehicle remains uncategorised and unrecorded as a total loss. I've ended up retaining my car which is what I wanted and with a decent insurance payout.

*If you haven't got an agreed value policy I'd suggest getting one as soon as possible. Values of all our cars are on the rise, so it's important that the valuation is reviewed regularly and is kept up to date. If you haven't got either a letter or a certificate from your insurance company stating that they have agreed to the assigned value then you probably haven't got an agreed value. The policy probably just has estimated or market value assigned.*

And finally, I always keep a watchful eye on the Healeys and GTs for sale, as Helen and I have a list of people wanting to buy one. The stipulation normally is that they want a car that has already been restored, but these come up very rarely. It surprises me just how many cars come up for sale that have never been 'known' by the club. Makes you wonder just how many more are tucked away in people's garages!

**Rob Heydon**

## *New Members*

**Dear Darren,**

Thanks for the welcome note.

Regarding joining the JOC Forum, I have many questions to ask, so this is an essential element for me. My preferred user name would be "Senior Moment".

Regarding my vehicle. It's an early CV8 MkII, VIN 104/2107 registration number now 301 HUC. Colour = Green.

The vehicle was purchased via a classic car dealer after several months of lengthy negotiation. From the history file, it spent quite some time in museums, and is in need of a good deal of TLC. The vehicle has several mentions in the forums, having been previously owned by a JOC member some time back.

I have attached a photo, not the most flattering for me or the vehicle. One of those may improve with time.....

**Martin Clarke**



*Martin with his C-V8 MkII*

**Editor's note: - There will be more details of new members and their cars in the next magazine**

# *Thames Traditional Boat Show*



**H**enley 20 – 22 July 2018. For the third year running, the Oxfordshire/Thames Valley areas attended (by special invitation only as vehicles should be pre-'66) the Thames Traditional Boat Show at Henley on Thames.

A very laid back event but blessed with exceptional weather, we were able to enjoy a mix of all sorts of river craft.

There were Dunkirk little boat veterans, an extensive range of vintage and classic cars, military vehicles, power boats, amphibious vehicles, excellent tea shop, great food, live music, brilliant bacon baps from a military field kitchen, WW1 and WW2 air displays, a very large Royal rowing boat.

Overall an opportunity to meet many, many visitors who, as usual, were very interested in the Jensen marque.

Big thank you to Brian and Joan, Bill and Wendy, Danny and Heather, Mick, Dave and Jan, Richard and Jenny and Adam who put their cars on display over the weekend. Hopefully we can go back next year.

***Shaun Winfield***



*The 541R of Danny and Heather Bristow – the car won the London-Paris air race in 1959*



## *JOC at the ACE Café*

**T**his year was again a joint event with the Bristol Car club, and we had 15 of each marque in the car park of the famous ACE Café on Sat 11th August.

We had a good variety of Jensen models but no 541's or pre-war. This year there were ten Interceptors three C-V8s and two Jensen Healeys.

The second car to arrive was a Bristol Beaufighter, one of nine or ten made and quite a car with a V10 Viper engine. (Bristol aren't sure how many they made apparently).

It was nice to see the Ace Cafe regulars, and some new faces over the day, and we hope to see them all again next year on Saturday August 10th.

*David Devine*



*A rare Bristol Type 405 Drophead*



*Jensen C-V8 MkIII with non-standard Minilite type wheels*

## *Letters to the Editor*

Dear Paul,

Thank you for the latest edition of the Jensen Magazine, I look forward to receiving the publication so I can see what is happening with owners' cars, I am hoping to get my car in the same position as the cream Interceptor in the July/August edition. I am patiently waiting for my last panel to arrive from Appleyards, and then I will have replaced or made almost all the panels on the car. The project has turned out to be a lot more involved than I intended. As soon as the last door skin arrives we can start lining up the lines and fitting all the panels.

Some panels we have modified as the rear had rusted out - and to think that the whole rear end and bumpers hang from the two bars; it would not pass the crash test today so we have beefed it up a little. If a car wants to jump into its back now they will know about it!

**John Pettifor (Snr)**



*The rear end of the SP being rebuilt and modified for crash-worthiness*

Dear Paul,

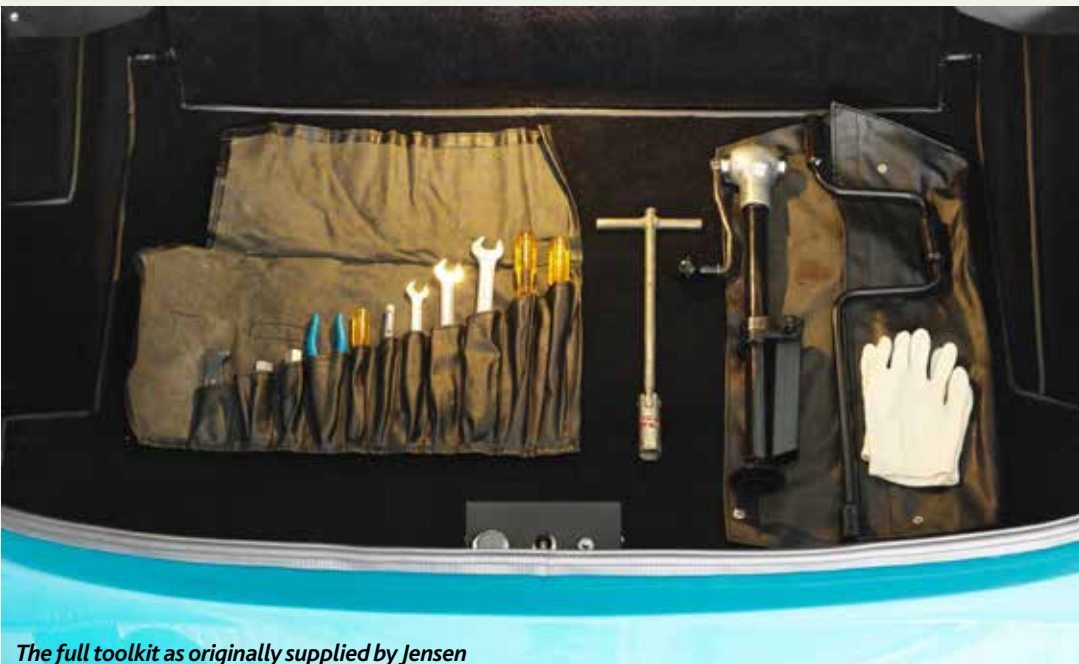
At the recent International weekend I entered TBY232L, aka "Toby", in the Concours event on the Sunday. Over its three year restoration I had established contact with Charlie Hunter, who with his late father Barry Farmer owned "Toby" from 1980 until 2007, it was during their ownership that it became "Toby". Barry owned the car from 1980 until his passing in 1996, whereupon Charlie bought the car from his stepmother Maggie Farmer, until its sale in 2007. Charlie closely followed the project and was very supportive during this time. At the recent completion of the restoration I contacted Charlie and told him of my intention to enter "Toby" in the Concours at the JOC International Weekend: he replied saying that he and his family were delighted with the result and would be visiting the Abbey Hotel on the Sunday, and wished me luck in the Concours. During the Sunday morning Charlie approached me in the Concours area and introduced me to his stepmother Maggie and a family friend Trevor Osbourne, also there were his younger half-brother and family. I should say that Charlie's father was the owner of

Alpine West Midlands, who were classic Sunbeam Alpine and Tiger restorers, and that Trevor worked with him, and they had together maintained "Toby" during his ownership.

They were very obviously thrilled at seeing "Toby" again and were delighted with the result of the restoration. Charlie and I were chatting for over an hour where he reminisced recalling stories of being dropped to school in the car and other interesting anecdotes. I thoroughly enjoyed this interlude and it was a lovely moment for me and hopefully them.

John Pym was aware of the family visit and suggested it may be worth considering for the magazine, so I approached the official photographer who took some group photos. If you feel it merits inclusion please feel free to put it in whatever form you choose.

Andy Medland



The full toolkit as originally supplied by Jensen

*Editor's note:- This car came 2nd overall in the 2018 International Concours at Malvern with 97.5%; it also won the Best Interceptor award too.*



*Immaculate Interceptor MkIII - note the air spoiler*



*The immaculate engine bay - note the modern air-conditioning compressor fitted*

Dear Paul,

I thought that I would update you with recent events with my car which I will have owned for 40 years on 16th September 2018.

I attended the Knebworth Classic Car Show – Herts on 26th and 27th August. Unfortunately the weather was very poor on the Sunday (26th) but I stayed until about 3.00pm. However the weather was much better on the Monday (27th) with a greater turnout of cars.

Unfortunately only one 541 and one Healey attended as well as my car.

I was invited into the Display Area by the Judges, who had been wandering around, and was presented with the Runner-Up Award for Post 1970 Fixed Head Cars. The Winner was an absolutely stunning Triumph Dolomite Sprint.



*Jim Smith's very smart Interceptor MkIII*



*The very clean engine bay*

I attended Buntingford Classic Car Show – Herts on Saturday 1st September 2018. This is a lovely show with circa 150 cars on display.

They close the High Street for the day and chevron-park the cars all the way along the High Street. All the Café's and Bars were open and there was live music and stalls. I was invited to attend the Presentations and was surprised (and very pleased) to be voted Best Car of the Show and received the award from the Mayor. Again I was the only Jensen on displayed but received a lot of interest and positive comments.

I have attached a couple of photographs taken of my car recently. I will continue to try to keep our cars firmly in the Public eye!

**Editors' note – Well said – we all need to do so!**

**Jim Smith**

Watton at Stone - Herts. Mem No 1639

## South Downs

### CRANLEIGH CLASSIC CAR SHOW 12TH AUGUST

Once again the village of Cranleigh, nestling between Guildford and Horsham, was invaded by over 1,000 classics eager to enjoy the Lions Classic Car Show, and to help raise funds for local and national charities. Due to the weather conditions, although 1,400 had registered, it seemed that less had turned up.

The South Downs Area has run a stand for 6 years now, and this year we displayed no less than 15 cars, with 2 unable to come due to electrical problems. Chris and I arrived first and confirmed our pitch area, alongside Marcos and AC clubs. With Joan and Brian Raper, and Jan and David Devine, the Coleman shelter was up in no time thanks to their expert hands, and with tables, portable gas ring for that elusive cup of tea, and 4 JOC flags, base camp was established!

Overall, a very pleasant and relaxed day was had by all, weather perfect all morning, then a few showers during the afternoon, and plenty of space provided for us all by the organisers. Goodies purchased from the autojumble stand included a replacement set of

wheel embellishers for John Staddon's new Early Interceptor, and a coolant pressure-testing device for David D to put on his shelf in his garage, just in case! A number of visitors to our stand commented that we must be the largest one-make club stand at the show!

A big thank you for making the Jensen presence so colourful and the day so enjoyable to Mick Liston, Chris Wright, Dave and Jan, Richard and family, Simon Kirby and Ashton, Brian and Joan, Alan, Chris and Ken, John Staddon, Nick, Rachel, Ollie and Elliott, Stan Schlesinger and not forgetting Mick B and his 2 drivers with his early Interceptors.

You all ensured the visiting public went away knowing more about Jensens!

**David Wright**



The JOC stand had two early Interceptors on it

### SOUTH DOWNS BBQ 15TH AUGUST

The sun shone on South Downs yet again this year for our annual BBQ, held jointly with the Horsham Historics classic car group, at The White Horse in Maplehurst. 15 members of the JOC came along including Dan Jones, new member, who has bought a Bristol 603 E as an interim classic until he can begin to look for an Interceptor.

Once again, Simon at the White Horse had erected his huge marquee in the back garden, and 4 Jensens plus the Bristol, a Morris Minor series II and a Triumph Stag graced the field behind.

Beth and Simon Johnson had prepared their time-honoured fare of chicken kebabs, and sausages, enhanced by Beth's delicious homemade baked beans, salad and many other additional extras. This year the bonus was delicious creamy puddings such as banoffee pie and chocolate cake too!

The Jensen group gathered together round two big tables, and a very sociable time was had by all. Discussion ranged from electrical difficulties in Interceptors, through merits of a Bristol 603, to promoting our marque at shows.



New member Dan Jones' Bristol 603E

Many thanks to all who made it happen.

**David Wright**



*South Downs members enjoying their BBQ lunch*

### CAPEL CLASSIC CAR & BIKE SHOW 18TH AUGUST

The South Downs group decided that for the first time this year, we would support this show in the village of Capel in Surrey, so yours truly arranged with the organiser a modest space for 6 cars, not knowing what the take-up would be. Large club pitches were not favoured, so there would be no Coleman Shelter here, therefore after some rain at the Cranleigh show, we prayed for a good dry day.

*South Downs Area cars at the Caple show*



Although 5 cars were confirmed, sadly 2 were unable to attend due to battery charge problems, and a clash of family diaries!

It was therefore up to Ken Cassel with his immaculate GT, Charlie and Helen Smith with their 541, and Chris and I in our C-V8 to carry the banner, fly the flag and thus promote the marque.

The day started cloudy, cool, but sunshine broke through a few times, and apparently about 5000 members of the public came to visit.

We were inundated with enquiries about all our cars, and the variety of vehicles there was wonderful.

About 700 were booked in, and a colourful autojumble of tools, old and new, model cars, plants, crafts and jigsaws, plus a Horticultural Show all helped to offer interest.

Come late afternoon, we were all committed to attending again, and we hope to see a few more members with us.

Many thanks to Helen and Charlie, Ken and Chris for their company and fielding questions during the day.

***David Wright***

# Introducing the JOC's new Area Rep for Ireland

Dear Paul,

Many thanks for your reply. I am enclosing a recent mugshot and one or two of my car. By way of a brief biog I have owned my Jensen Interceptor Mk2 since 1975 - just over 43 years now. At the time I was a young petrolhead with some money and no sense, but had always fancied Jensens since going to the Earls Court motor show with my Dad in the 60's. Now four adult children later I have more sense than money, but managed to hold on the Jensen and did a lot of work on it six years ago for my daughter's wedding. Prior to that I brought the car to West Bromwich factory in 1987 and spent £4200 on various works which was about



what I paid for it in 1975 - I still have the handwritten worksheets!

It's driving great and turns heads everywhere (we don't have many Jensens on the Emerald Isle!). Looking forward to working with you guys to extricate any other Jensens hidden in Ireland.....

**Gerry Fitzsimons**



Gerry's Interceptor MkII - owned by him since 1975

## JOC Diary

**Fri 9th – Sun 11th Nov 2018**

**JOC @ NEC National Classic Car Show**

Contact Shaun Winfield

E chairman@joc.org.uk

**JOC Areas Xmas Dinners** – see local areas on forum for updates

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

**Fri 10th – Mon 13th May 2019**

**JOC Spring Weekend @ Metropole Hotel, Llandidrod Wells**

Contact Clive Bishop

T 01597 823700 E wessex@joc.org.uk

**Sun May 12th 2019**

**Ferguson 4WD day @ British Motor Museum Gaydon**

Contact Bill Munro

T 07748 782437; 01737 767517

E Bill@Earlswoodpress.co.uk

**Fri 21st June – Sun 23rd June 2019**

**JOC International @Grange Park Hotel, Willoughby Nr Beverley**

Contact Stuart Allen

E international@joc.org.uk

**Fri 20th – Sun 22nd Sept 2019**

**JOC Tour of South Devon & Dartmoor**

Contact John Pym

T 07831 777665

E southwest@joc.org.uk



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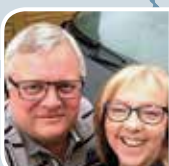
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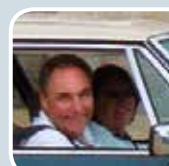
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## HEALEY / GT



**1974 Jensen Healey Mk 2**, 61,000 miles, 4 speed manual. Detailed history with extensive restoration including a 2013 complete engine rebuild, less than 3,000 miles ago. Full stainless steel twin exhaust system, complete respray in original colour (but needs some minor refurbishment now). Replacement full black leather & piping on original seats, sandblasted & re-lacquered alloys with 5 new tyres. The only modifications from original are electronic ignition, air filters, 4 x SPAX adjustable shocks and the Sony FM/ cassette sound system. The car has been garaged at all times. Sadly the car is not getting much use now so I have decided to sell so another enthusiast can enjoy. I have the original JH. Owners' Handbook, a full JH. Workshop manual and parts catalogue, an extra spare JH. alloy rim, plus a box of spares and bits with the car. £9,500 ono. Contact Bryan Jones 0781 067 2509 (North Wales).



**Late 1974 Jensen Healey.** I have been the mechanic on this car for the original owner since it had 11,040 miles. It was then sold to another customer of ours for whom I continued working on the car until I had the opportunity to buy the car nearly 10 months ago. This car wears its original paint and interior and is a documented 35,914 original miles. All purchase documentation is also available with this car (purchase agreement, purchase contract, pre-delivery inspection and cashier's check and handwritten note with the name of the salesman who handled the transaction.) The original owner is the grandson of the founders of a well-known Southern California candy company called See's Candy started in Pasadena California in 1921. Since I've owned the car, I have restored the paint, including the engine bay, installed the original brake master cylinder, restored with a brass sleeve and converted

the car to silicone brake fluid to prevent any further damage to the paint in the engine compartment.



I have also installed a fresh set of OEM Pirelli CN36 tires from Longstone Tyres in England and have had them "ROAD-FORCED" balanced. The second owner had me convert the car to Euro-spec Dellorto 45mm carburetors that were NEW at 29k miles, replace the clutch, and install front and rear sway bars. Other items addressed are new seat belts, battery and seat bottom cushions and Danish webbing from Rejen Classics. This car drives like it just left the dealer's lot and is a prime example of a beautifully preserved Jensen Healey. For questions, please contact Kevin McConnell at +1 805-797-0793 or kevinm1@roadrunner.com. Please see the extensive photos at: <https://photos.app.goo.gl/FBxq9wSNwE8kjHsT8>. Price is \$25,000.00 USD.



### Send your classified advertisements to:

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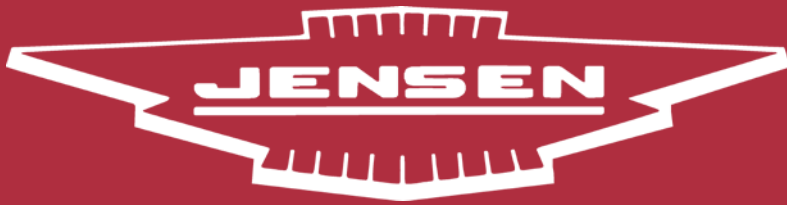
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