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Issue 268 November – December 2019





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I'm rather hoping this will be my last magazine as Editor (apart from producing a *Torque 10* magazine shortly before Christmas). The JOC has a new Editor (Leah Watts) in the wings who is very enthusiastic, and has lots of ideas on how to improve the magazine. Leah will start with the #269 Jan/Feb magazine, and I wish her well. After more than six years editing the magazine I think

it's high time for some fresh ideas and approaches – and I want a rest too. Please support Leah as much as you can – I'm sure you'll find that she's far more user-friendly than I am!

I'd like to take this opportunity to thank all the members who have written articles to me for the magazine over the years, it certainly made my job a lot easier when I'd got plenty of material to work with. I'd particularly like to thank Roel Korzaan (BOMMEL – *The French Connection*) who not only made me laugh out loud when I read his articles (his emails are good too) but gave me much valuable help in the early days of editing the magazine and sorting out the house style/appearance of it. Thanks too to Alex Ford (of Lavenham Press) and now to Keith Blake and Scott Millin of Quorum Print, who made and make my job a lot easier.



The FF needs some work doing on it before going to the NEC.....

I'm delighted that the Members' survey found that you were more than happy with the magazine – long may it continue! The JOC is now in a very healthy financial position, not least due to the cost-effective printing of the magazine, and all the Trade advertisers whose adverts help to reduce those costs still further. Please support them whenever you can, (and mention this magazine too when ordering from them). Big thanks are due too for the support and work of the JOC Advertising Managers over the years – Steve Salway, Stuart Turner, and now Colin and Diane Mayes. Well done indeed.

My FF continues to slumber peacefully in the garage at the moment, bless it. I had thought that the problem of the engine cutting out twice during very hot weather was behind me. Then we went off touring Wales with a classic car group: no problems in driving some 800 miles until the journey home, whence (after driving along the A5, M54, M6 toll, M6 and M1) we turned off for Daventry – and the bl—dy thing cut out again. Waited ten minutes – it started – drove 300 yards and it cut out again. Waited twenty minutes this time and it started perfectly, and we drove home. I'm going to replace the coil and check the ECU and distributor wiring before the car goes to the NEC – hopefully.....

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

The Jensen Owners' Club magazine is published bi-monthly on the 1st of each month starting in January. **The submissions deadline for the February/January issue #269 is Mon 2 Dec** and these must be sent to the Editor only. Articles for the magazine are welcomed for publication by the Editor, together with electronic copies of photos which are preferred

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

Digital copies

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

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JOC Tour of Dartmoor and South Devon – photo from Karan Mangroo's MkII with Dave Pearce & Reg Barton in front

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A view from the bridge



Well, where do I start? Sadly, footpads and ne'er-do-wells have seen fit to acquire a Jensen to which they were not entitled. I do not know the circumstances of the event but I would urge all members to look at the security arrangements for your particular vehicles together with checking your insurance valuations.

So what has your Chairman been up to then? Well the honest answer is not a lot actively with the car. A series of minor niggles that, despite my optimism in the last edition about passing my MOT, have kept the car idle. I've missed out on a number of shows I really would have wished to go to. Still, there is always next year.

Sadly one show we, nor anybody else will be at is the Hanworthy Classic in Bushy Park near Hampton Court. A very friendly show that over the years had raised around £90,000 for charity. Sadly, the Royal Parks, (on whose land the show has been held for a number of years), have had a major policy change and the show will no longer be possible. Still I have the photos and the memories from this year to remind me of an excellent day out surrounded by one of the most varied range of vehicles I have ever seen.

No doubt, we'll find something to fill the calendar. Talking of which, we have a new Area Co-ordinator, (not an organiser) but passing the baton on from John Pym - Colin Mayes has taken it up. Good luck to Colin, he is already contacting the Area Reps. So any events you may be considering, let Colin know so he can get the Event Diary in both the magazine and on the Forum fully populated well in advance so we can all have sufficient notice and choice to see where we would like to take our cars.

Which now brings me on to the NEC this year. This is shaping up to be the most ambitious JOC stand possibly ever. Moving on from the success at ExCeL this year, we are looking to really put on a show. I look forward to seeing many of you there and remind you that the reduced rate entrance fee offer is available up until midnight Thursday 7th November. Book at: <https://www.necclassicismotorshow.com/club-tickets> Club Code 5150

And finally, the end of an era

From all members of the Committee and no doubt the membership, a massive, massive THANK YOU to Zac Marshall who, for a number of fully understood reasons, has stepped down from the role of club IT officer. He has not lost the Jensen bug, and hopefully will continue to be involved with various things such as Classic Le Mans. Thanks Zac. I know I would not have ended up in various places with you if we were not pretending to be the 'Blues Brothers' or was it 'Thelma and Louise'?

Oh yes, nearly forgot. Hopefully by the time you read this, the Club will not be IT supportless. Raj Mangroo has agreed to take on the role and is currently working with Zac to have a smooth handover in the world of cyber classic cars.

One last final, final thing – the Club Shop is open for all those essential JOC “things” you know you and your loved ones need for Christmas.

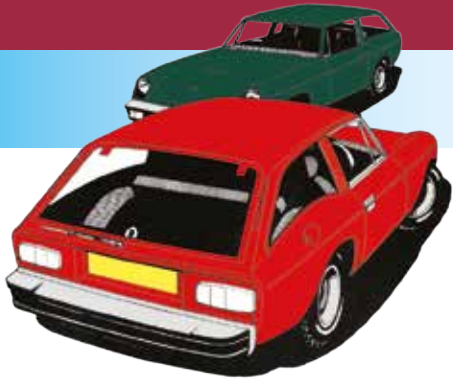
Happy Christmas to all in the Jensen World.

Shaun



Jensens at the Hanworthy Classic this year – sadly no more such events will be held there

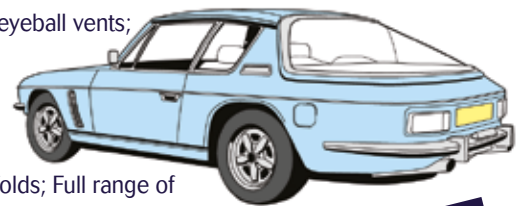
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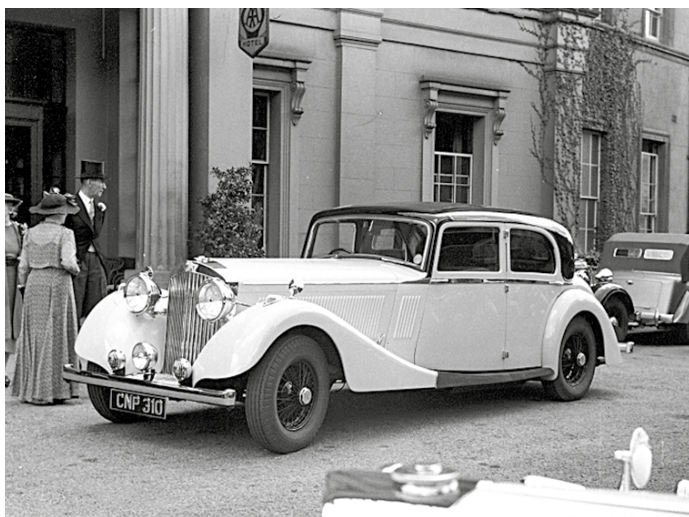
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The History of H1

In his latest article on pre-war Jensens, David Davies traces the fortunes of Bill Smith's Jensen 4 ¼ Litre Saloon chassis H1 over the last 80 years, from its debut at Richard Jensen's wedding on 1 July 1938, to its use in a clever marketing ploy at the famous Shelsley Walsh Speed Hill Climb and in The Motor Road Test, through various owners, to later years when it fell into a parlous state.....

Factory Ownership (1938 – 1940)

First registration and Richard Jensen's wedding



At Richard Jensen's wedding on 1 July 1938 outside the County Hotel in Great Malvern

H1 was first registered on 28 June 1938 with the Worcestershire registration CNP 310.

It was the first of 7 H-Type long-wheelbase Saloons made. One short-chassis two-door Fixed Head Coupé was also made. The long-wheelbase H-Type Saloons had a top speed of 88 mph, their Nash straight-eight engines producing 120 bhp. They had six forward gears with a twin-ratio rear axle.

While it was owned by the factory, H1 was mainly used for publicity purposes and as a demonstrator. Four of the 7 Saloons still survive in their original form, but only one of them is currently on the road in the USA.

Richard Jensen's wedding on Friday 1 July 1938 was a grand affair. He and his bride, Elizabeth Dyson from Edgbaston, chose Great Malvern Priory for their nuptials, one of the largest parish churches in England. The fashionable County Hotel nearby was used for the reception, a venue frequented by Malvern Festival high society and famous writers and actors of the day. The building has survived.

In its original cream and black H1 certainly looks the part, presumably waiting to take the bridegroom and best man, Alan Jensen, to the Priory. According to Richard Calver, the bride used the cream and black S-Type Saloon S3 registered EA 7878 to take her to the church while the honeymoon car was the white Tourer S34 registered CAC 41. Its bonnet may be in the right bottom corner of the above photo.



H1 with uniformed chauffeur at the ready

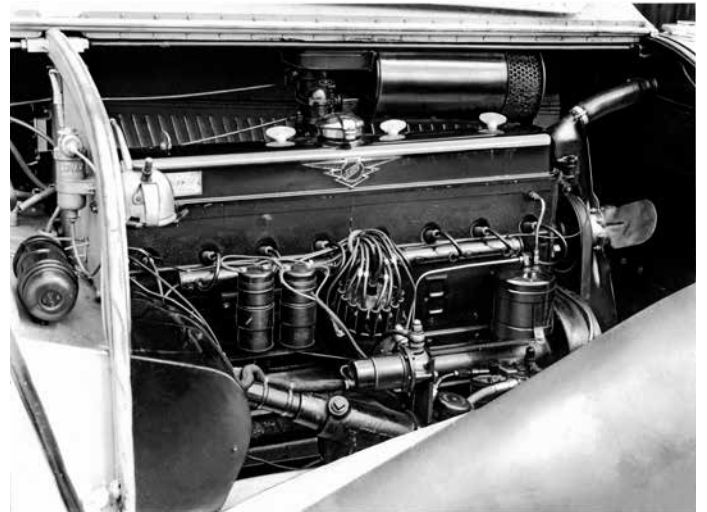


The H-Type with the Priory in the background

Cropped versions of some of the wedding photos were used by *The Motor* and *Autocar* for their features launching the model on 6 and 9 September 1938, respectively. Marketing photos taken around the same time created a similar affluent owner image, such as the following picture taken outside an unidentified Arts & Crafts style house. A similar photo taken at the same location was used in a feature on the model in *The Tatler* magazine early the following month.



H1's original grey interior when new



The mighty Nash straight-eight engine



H1 in a publicity photo from September 1938

Shelsley Walsh September 1938

On 10 September 1938, in a clever marketing ploy in the week of the launch, H1 was driven up the famous Speed Hill Climb at Shelsley Walsh watched by a packed gallery of spectators. Given that there were no Saloon classes, the Archivist of the Midland Automobile Club (the MAC), which organises Shelsley Walsh events, has helped to explain its appearance there.

The Jensen would have been driven up the course and back down again by the Clerk of the Course, Leslie Wilson, the long-standing Club Secretary. The programme confirms that Wilson was Clerk of the Course on that day. He had to ensure that the course was fit for competition. He and some committee members would pile into a non-competing car for their final inspection. Often these cars were loaned by supporting companies for publicity purposes, as happened

on this occasion. The MAC has photos of Wilson in a variety of cars over the years going up the hill in this way.

As to the man standing on the running board, he is a mystery. The Archivist says this was not normal. It is most likely to be a committee member or official, as club members and other spectators were not allowed on the course. George Mason, Jensen Motors' main financial backer and a director, and the Jensen brothers were keen members of the MAC, but were not acting as officials on that day.

The photo was probably taken by a regular trackside photographer or their friend Alan Hess, who was in his usual place in the S-bend commentary box nearby. Hess had borrowed the S-Type Tourer CAC 41, first registered in George Mason's name, for the Scottish Rally in June 1938.



H1 on the S-bend at the Shelsley Walsh Speed Hill Climb on 10 September 1938

The Motor Road Test

On 25 October 1938, H1 appeared in the Road Test of the 'Straight Eight Jensen Saloon' in *The Motor*. The driver wanted to check the company's claim that 'unlimited driving would have no harmful results' so he floored the accelerator round Brooklands for 36 miles at an 'average speed of rather over 80 mph'. Fortunately, the Jensen survived 'without any sign of mechanical distress'. It would have been doing less than 3000 rpm in overdrive top. The September 1938 launch features and the full Road Test have been reprinted in *Jensen 1934-1965* (published by Brooklands Books).

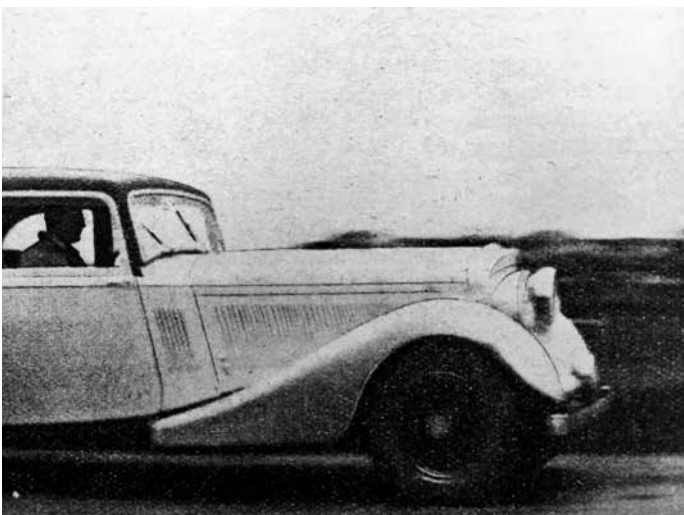
The Autocar Average Speed Test

In November 1938, H1 took part in an Average Speed Test organised by *Autocar*. On three successive Sundays, a Sunbeam Talbot Ten Saloon, the Jensen 4 ¼ Litre Saloon and an Aston Martin 2-Litre Tourer each took part in the test. Michael Brown, the Assistant Editor, and a colleague followed a 120-mile route from Staines Bridge in Surrey to Bridport in Dorset. The results were set out in the 13 and 20 January 1939 issues of *Autocar*. The Aston HMK 734 still survives.

George Mason and the Palethorpes

George Mason and his family used H1 for some family pleasure trips. One such trip was to Poole in Dorset with their close friends, the Jensen-owning Palethorpe family. John Palethorpe (known as Jack) owned a black Jensen 3 ½ Litre Saloon registered BWP 966 (according to Richard Calver, chassis S24 first registered on 1 February 1938). Palethorpe and his elder brother were third-generation owners and directors of a very successful sausage and pork pie manufacturing business, *Palethorpe's*. Jack Palethorpe's second wife, Valerie Palethorpe, formerly Marsh, was also from a wealthy family, her father being the proprietor of the large pork products business, Marsh & Baxter.

H1 is pictured in 1939 at the entrance to Poole Harbour, waiting for the Sandbanks chain ferry to cross to the Isle of Purbeck. It appears to have been re-painted from its original cream and black possibly to the pale 'blue and black' recorded in the reconstituted factory data book dating from 1941 seen by Richard Calver (the original was lost in 1940). The photo was taken by the Palethorpes.



H1 on the Average Speed Test



H1 waiting for the Sandbanks chain ferry in Poole



The Masons with H1 in the Isle of Purbeck

The Palethorpes were no strangers to Poole. Jack Palethorpe had a passion for speed boat racing and had often raced in Poole Harbour, for example, winning the 100-mile endurance race known as the *Poole 100* in 1933. As a talented engineer, he was responsible for designing ever more efficient machinery at the factory, and used its workshops to design and build his speed boat hulls. He owned Sharland Motors that built the engines. Jack later had a Chrysler V8 for towing his boats and caravan. I believe the black McLaughlin Buick Series 60 parked alongside may have been its predecessor.

Valerie Palethorpe also had a passion for speed. She achieved the Fastest Time by a Lady Driver and the Ladies' Hill Record at the first Open Speed Hill Climb at Prescott in July 1938 in a supercharged 'Shelsley' Frazer Nash owned by the couple. She was fastest again in July 1939. Her husband also competed in the Frazer Nash. On the road, Valerie drove a 1936 supercharged 5.4 litre Mercedes 540K Cabriolet, owned from new until the mid-1950s.

In the next photograph, a headless George Mason, his wife Molly and daughter Diana aged 6 are pictured with H1 on the left-hand side, once they had crossed over to the Isle of Purbeck. Valerie Palethorpe is on the far right with her eldest daughter Jill aged 6 sitting on the grass. Jill recalls the Masons bringing pale blue and black, and cream and black Jensens in the summer of 1938 or 1939 to her parents' castellated holiday home, Surf Point in Rhosneigr, Anglesey.

Both families were heavily involved in equestrian sports. Later their daughters Dawn Palethorpe and Diana Mason represented Great Britain in the Olympic Games in equestrian events.

As regards Jack Palethorpe's black Jensen 3 ½ Litre Saloon BWP 966, it was used as a family workhorse until the mid-1950s, going through one or two engines. It tended to overheat, the Palethorpes no doubt using its performance to the full. It was their only car in use during the war. As Jack Palethorpe was of medium height, he found the steering wheel obstructed his view a little so later decided to cut out the top part of it, putting wine bottle corks in the two ends. He offered to adapt his wife's Mercedes 540K Cabriolet in the same way, but his wife quickly quashed that idea. Both their daughters learned to drive in the Jensen, although on the morning of the younger daughter's test it broke down, so she had to drive the supercharged Mercedes 540K for the first time to take her test, with her mother and brother in the back. Sadly, BWP 966 has not survived.

Finally, in 1940 the factory sold H1 to a gentleman called Thomas Hollingsworth.



Thomas Hollingsworth around 1945

Thomas Hollingsworth (ownership 1940 – 1948)

George Mason joined the RAF in 1940 and did not return until the end of the war. The Jensen brothers sought an alternative source of financial support.

Thomas Hollingsworth was then aged 42, and owned a successful pork butchers and bacon curing business in Wednesbury, north of West Bromwich, and in other Black Country locations. He agreed to provide finance to Jensen Motors so

long as he could have the first development car of any new model produced. George Mason left Jensen Motors in 1945 and became a farmer. Tom Hollingsworth and his younger brother Charles had set up a business as pork butchers and bacon curers soon after serving in the First World War. Gradually they built up a very successful business with several shops and a manufacturing facility. Tom Hollingsworth became the Chairman and Managing Director.

Hollingsworth was a prominent member of the local community, being a Conservative Councillor in Wednesbury between 1936 and 1951. In 1944/45, he was the Mayor of Wednesbury. During the Second World War he was also a Colonel in the Home Guard.

When Tom Hollingsworth owned H1, he and his family lived in a Victorian villa called *Lonsdale* in Wood Green Road, Wednesbury. The house has not survived. In his twenties, Tom was an avid *ping-pong* player becoming unofficial national champion. Later he was a single figure handicap golfer.

Hollingsworth's second son, John Hollingsworth, told Bob Williams (who owned the car between 2002 and 2007) that his father acquired the Jensen in 1940. When he came home from the army in India in 1940, his father had just bought it. Prior to its purchase, it had been repainted by the factory in what his younger brother Peter called a 'sandy colour' or metallic gold. The continuation log-book that starts in 1948 gives the more generic colour of 'beige'. The car was retrimmed by the factory in light brown leather. Some grainy photos of the Jensen in snow have survived from the severe winter of 1947.

The pristine car of the Richard Jensen wedding photos was a distant memory. It had become a family workhorse out in all weathers. John Hollingsworth drove it quite a bit after the war, including a tour of Wales when in his twenties. He was responsible for the dent in the rear wing when he hit a stone wall. He sometimes worked on the car, including cleaning the cylinder head to try to improve its performance. It was the first car that Peter Hollingsworth drove as a boy '*sitting on my elder brother's lap with him operating the pedals*'. Later Peter sometimes drove it to school.

Tom Hollingsworth sold H1 in 1948. According to Richard Calver's *Jensen Genome*, Hollingsworth acquired the Jensen PW prototype in July 1948. Peter Hollingsworth recalls the PW with its Meadows



H1 had sprouted an aerial by 1947



The rear wing was dented on a trip to Wales



A family workhorse out in all weathers



John Hollingsworth wielding a spanner

engine: *'it didn't last long, had several problems and disappeared sometime when I was away at school'.*



Launcelot Burlton in 1933

Colonel Launcelot Burlton O.B.E. M.C. (ownership 1948 – 1957)

Colonel Launcelot Burlton bought the Jensen. Burlton had retired from the army in 1947 and remarried. He was 54 when he acquired the car. The Jensen was registered in his wife's name, Joan Burlton. It was originally thought that this was because only she drove the car as the Colonel had a wooden leg due to a flying accident. However, as will be explained, the Colonel did drive the car, on occasion rather fast. All service invoices were addressed to him.

The Colonel and his wife initially lived in a property of Tudor origins with the unusual name *Mumpumps* close to Etchingham in East Sussex, with Joan's two daughters by her first marriage. On 16 March 1933, then known as Captain Burlton, he obtained his aviator's licence.

By 1938 he had been promoted to the rank of Major and was acting as the Deputy Assistant Director of Supply and Transport in the Royal

Army Service Corps Southern Command Headquarters in Salisbury. On 20 March of that year, he crashed his plane when flying alone over the Wiltshire Downs between Salisbury and Amesbury, near to the Wiltshire School of Flying Aerodrome. He had a severe head injury and had broken both his legs or his ankles (the press reports are inconsistent). He was unconscious. Subsequently, one of his legs was amputated.

A year or so after acquiring the Jensen, in August 1949, a *The Daily Mail* reporter ran an article with the cheeky headline: *'Colonel has one leg in the grave'*. It turned out the Colonel himself was behind it. As a member of the local parish council, he had been making the case for more crematoria in the area. He had told the assembled throng at *Mumpumps* that, when he lost his leg, he had it cremated and buried the ashes in his mother's garden. He sometimes visited the grave *'just to keep the old leg happy'*. Described as *'moustached, grey-haired, eyes twinkling'*, he added: *'I am no longer an athletic young man and do not need two legs. Besides it enables me to get plenty of petrol!'*

Then on 21 July 1950, the *Kent & Sussex Courier* reported that the Colonel's car (assumed to be the Jensen) was travelling *'like nothing on earth, like a bullet'* near Bromley when it was involved in a collision with a London to Folkstone coach at a road junction. The police constable who attended the scene was asked at the hearing if he had heard *'any rather colourful army language'*? He replied: *'I*

could go on all day'. The Colonel mounted a spirited defence saying that he 'had been driving for 36 years without accident or complaint' but it was to no avail. He was fined £10 plus £5 5s costs.

In 1951 the Burltons moved to Hayselden Manor in the village of Sissinghurst near Cranbrook in Kent. The Jensen was maintained by the nearby Cranbrook Engineering Works. Fortunately, the service history from this period came up on Ebay many years ago. Established in 1932, Cranbrook Engineering offered the type of 1950s-style customer service unheard of today. For example, a Jensen maintenance invoice from August 1954 mentions visiting Hayselden Manor to fix an ignition problem on the Colonel's lawn mower, and to repair and reinforce his greyhound training machine!

In late 1954 and early 1955, the engine was rebuilt including re-boring the cylinders, fitting new main bearing shells, re-metalling the con rods, fitting new big ends and new Hepolite pistons, re-cutting the valve seats and regrinding the valves. Jensen Motors supplied a used camshaft gear wheel and an oil pump, but both had to be returned for a refund as they were defective. Extensive refurbishment of the body was also undertaken.

Some of the ash frame was renewed, dents in the aluminium panels removed and the colour changed to grey, the continuation log-book being updated accordingly. The running boards were re-covered in white fluted rubber. The interior woodwork was French polished and new brown carpets fitted. The cost for all the work was £350.

In March 1957, the Burltons decided to trade in the Jensen at a local Ford dealership, Pembury Car Sales in Hastings Road, Pembury. The garage advertised the Jensen for £185 in the Kent Courier on three occasions that month. A 1954 Austin A30 was on offer for £455. Pre-war Jensens were cheap.

John Barlow (ownership 1957 – 1961)

A gentleman called John Barlow bought it. Then aged 37 and a bachelor, he lived with his parents at a property called *Greengates* in Wadhurst, Kent. The car was registered in the name of his company, *The South Ken and All London Window & General Cleaning Co. Ltd* of 27 Victoria Grove, Kensington, W8, though the log-book noted that the Jensen was 'kept at Wadhurst'.

In his first flush of enthusiasm, Barlow contacted Jensen Motors Ltd the following month to enquire about the spare parts situation. Tom Killeen, the Service Manager, broke the bad news to him: 'unfortunately, the spares situation for these particular cars is very difficult and the only parts which we are able to supply are 2 used king-pins and bushes and 1 layshaft gear and thrust washers'.

John Barlow taxed the Jensen until September 1958. It was then laid up for two and a half years, only being re-taxed for three months in March 1961 prior to its sale. A MOT test certificate was obtained.

Following the death of his father in 1961, John Barlow and his mother moved from *Greengates* and this may have prompted the sale. He placed an advert for the Jensen in the May 1961 edition of *Motor Sport*. Given that it was not re-advertised, it was probably sold in May or June 1961.

JENSEN IMPRESSIVE Gran Turismo sports saloon, June, 1939, 4½-litre straight-eight double ignition, overdrive. Only 2 owners, maintained regardless expense. Engine, body and chrome excellent. No difficulty spares, yet vehicle uncommon enough to attract attention. Test Certificate. Definitely enthusiast's motor. Tel.: Wadhurst 139, evenings after 9 p.m., or write: Barlow, Greengates, Wadhurst, Sussex. [6621

Barlow's advert in Motor Sport in May 1961

Brian Dyer (ownership 1961 – 1964)

Brian Dyer in Monmouthshire, a plumber by trade then aged 25, acquired the Jensen. He ran his own business as a heating engineer. He did not record his name in the continuation log-book until March 1962 when he bought a tax disc to 30 June 1962. This was the last time that H1 was taxed.

Dyer told Bob Williams that the car was 'fast but in a very poor state' and he suspected 'the big ends had gone'. During his short ownership of the car the exhaust dropped off and he was unable to buy a new one, so he made one from his plumbing pipes! He advertised the car in the March 1964 edition of *Motor Sport* and sold it soon afterwards.

The Coates brothers (ownership 1964 – 2002)

Two brothers near Cardiff, then aged about 27 and 19, bought the car for £60. The elder brother had heard about the car through a close friend who was a salesman for the company that supplied Brian Dyer with pipes and valves. The Coates family business was involved in sheet metalwork.



Richard Jensen's wedding car in 2002

The elder brother recently related: 'the car was complete when we bought it and we collectively decided to see if we could rebuild it'. He was working in London at the time so 'my younger brother started work on it in his spare time with a close friend. He made the novice's mistake of taking it all apart, down to the chassis and wheels. In hindsight perhaps a big mistake. Bits of the car were strewn all over his garage, attic and spare rooms'.

Eventually, it was sent to a coachbuilder known to them specialising in lorry fabrication, some distance away. 'The boss considered it a project for his team', to work on when they had time. This appears to have

been sometime in the 1990s. The rolling chassis, minus the wings, roof, interior and engine, was moved to the factory. The aluminium roof was stored in a separate room. However, little progress was made. In early 2002, the Jensen was moved to a storage building which was due for demolition in six months' time. This triggered the reluctant sale.

Bob Williams (ownership 2002 – 2007)

Ed Pillinger, the JOC Chairman at the time, heard about the car in 1997 from a friend and local Jensen collector who lived nearby, the late Sir Peter Jones. Ed, Sir Peter and Richard Calver, went to look at the car in 1998. Then in 2002, when it appeared the car might be for sale, Ed arranged to meet Mike and Bob Williams at a service station on the M5, and then led the way to the secret location.

Bob and Mike inspected the mortal remains and a deal was done. The chassis, main body and the roof (loosely fitted), were loaded on to a trailer. The remaining parts were collected from the Coates brothers' houses, including the wings, the interior woodwork, seats, chrome and the engine (stored in the garden). There was no engine block though, lost in a factory move a year or two before.

Bob Williams began work on the chassis and stripped some of the paint. He obtained a replacement Nash engine in need of complete restoration. However, by late 2006, he decided that he should sell it to someone who might be able to tackle the immense challenges that lay ahead.

Bill Smith (ownership 2007 to date)

Enter stage left, Bill Smith of Jensen-Ford Woodie fame. H1 had finally met its saviour. Twelve years later, and after some interruptions such as restoring his SP, Bill is making good progress. Many of the ash frame repairs completed in the past had to be redone as the panels would not fit.

The replacement engine turned out to be in a poor state and some unobtainable parts had to be re-manufactured. The chassis has been fully refurbished. The brakes have been overhauled. The chroming is complete.

As H1 began its second 80 years, it was exhibited at the NEC in November 2018, creating huge interest. More recently new steel floors



Making up new floors



Trial fitting of the unwieldy bonnet

have been made and hinges for the unwieldy bonnet renewed. Some tricky repairs are needed to the aluminium body and, with the help of a friend, these are next.

Peter Hollingsworth, who first drove H1 nearly 80 years ago sitting on his elder brother's lap with him operating the pedals, is keen to be kept in touch with news of progress, as are we all!

David Davies

Acknowledgements

Information and advice received from Bill Smith and Wendy Froomes, Bob Williams, Mike Williams, the Coates brothers, Peter Hollingsworth, Richard Calver, Marcus Garbe and Ed Pillinger; John Lane, Archivist at the JOC (Richard Jensen wedding and Shelsley Walsh photos); the Palethorpe family (Sandbanks photos); Valerie Mason; David Moore, Archivist of the Midland Automobile Club (Shelsley Walsh); Paul Gibbons, Archivist of the Bugatti Owners' Club (Prescott); the LAT Archive; *History of Palethorpes's 1852-1968*, privately published by the author, John Dunn; Hollingsworth: a *Family History and its Association with the Meat Industry in the Black Country*, an unpublished memoir by Peter Hollingsworth in Wolverhampton Archives, Ref LS/0891; *The Story of Park View Malvern* by Roger Hall-Hones, published by *First Paige*, 1998; *Ancestry.co.uk*; *Western Daily Press*, *Kent & Sussex Courier*, the *Daily Mail* and other newspapers.

Footnotes:-

Update on S28 (see #266 July-August 2019) "The Jensen fit for a Hero".

While catching up on back numbers of the JOC magazine recently, my brother noticed in Issue 22 from September 1977 that, while on holiday in Canada, club member Robert Paterson spotted the 1937 Jensen Tourer (S28) which was recently the subject of my article in Issue 266 in July/August 2019 - 'The Jensen fit for a Hero'. Earlier in 1977 it was in a Jensen dealer called *Classic & Thoroughbred Motors Ltd* at 740 Marina Drive, North Vancouver, British Columbia owned by the Blair Hamilton mentioned in my article. It was in a 'special glass cabinet, beautiful and fully restored' with an asking price of \$100,000 (or £57,000 at the time). Given C-V8s were advertised in the same magazine for £1,750 - £2,500, this was rather a lot!

David Pearson, the garage owner mentioned in my article who transported S28 to the Glasgow docks for Blair Hamilton, seems to have been about 10 years out in his recollection - so Willie Symes, the previous owner, sold it to Blair Hamilton in 1974 rather than 1984.

Update of printing error from #267 magazine

The photograph on page 11 of "The early history of H5" should have been that shown below rather than the same photo shown twice of apprentices dismantling the running gear!



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

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

Servo assemblies

Prices shown for reconditioned unit - Ex

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

Master cylinders

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

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

Girling replacement cylinder to replace the original Dunlop tandem cylinder

Interceptor MKI/II Girling 7/8" £155

Interceptor MKIII Girling 1" £155

Interceptor MKIII FAG £125

Healey sports Girling original £155

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Interceptor MKIII Girling 1" £22

Healey sports £22

Piston/cylinder

Prices are per single assembly

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

Caliper seal kits

Prices are shown for axle set of seal

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

Caliper pistons

Prices shown per single piston

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

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Survey Summary

The survey was sent to all members of the Club, a total of 1288 at that time. 362 replies have been received, a response rate of 35.6%. The response rate of UK members was slightly better than overseas members. Over half of members who responded have been members for over 10 years. Nearly 62% of members are 60 or more years of age. Almost 95% of members are Jensen owners, 2% are enthusiasts. Over half own an Interceptor of one sort or another. Jensen Healey owners are the next largest group at 17% (21% if you include the GT as a Jensen Healey variant). 541 owners were 13% and C-V8 owners 9%.

Almost half of members claim to maintain and/or repair their Jensen themselves, sometimes with help from professionals.

98.62% of responses feel that the Club is good value. Over half said that they had joined the club for technical advice/help, a third for 'friendship'. Other main reasons given for joining were the meetings/events, spares and interest in the marque. A third of members have not attended a JOC event or meeting and 20% say they will not. Subsidising events would encourage only 15% to attend. Almost 40% would like to see more national events. 28% would like more continental trips and just over a third said they would attend an International Weekend if it were at a European venue. However, 45% said that they would not.

There was overwhelming support for more Technical days (75%).

Half of members that responded go to some area meetings/events. About 21% of replies indicated dissatisfaction with the level of activity in their area. There were many suggestions to improve area activity, some might be helpful!

Nearly 90% of members said they were aware of one or more of the Club's digital platforms. The website and the forum were used by 60% of responders, Facebook by just over 10%. Again, there were many comments and suggestions as to how these might be improved – with many contradictory views.

A majority of members would seem to support the Club being involved in an apprenticeship scheme (55% in favour, 24% opposed & 20% did not answer the question). Sponsorship of an apprentice at a Jensen specialist restorer/repairer was the most common suggestion.

The top three aspects of Club membership that members value most are; the magazine (52%), technical advice (45%) and friendship (35%). Closely followed by the forum (22%) and events/meetings (22%). There were many suggestions to improve the club but none with a huge support base. The commonest comment was that no improvements are needed!

116 members said that they would be willing to help the Club in some way.

There was overwhelming support for the concours, 71% want to keep it, 9% don't and 20% did not give an answer. Whether to change the format of the concours was split two to one in favour of the traditionalists. Again, there were many suggestions for improving the concours.

84% of members are either very satisfied or quite satisfied with the committee's performance; only 6 members (1.6%) said that they were not satisfied.

The magazine was rated excellent or very good by 90% of the responders. Nobody rated it poor. Of the suggestions for improving the magazine, more technical articles was the most frequent (40), followed by more Jensen Healey articles (10), more owner & car articles (10) and reprint old articles (8).

Overall, I think this is a comforting response from the membership but there are many good suggestions within the comment sections, some with a large support base, others are from just one or two thoughtful individuals. The complete database of returned questionnaires will be available on the website shortly.

Newer Members

- Newer members are more likely to be Interceptor owners and are much less likely to maintain their car themselves. This group is even more certain that the club gives good value (99%). Relatively more are wanting technical advice and more are joining with a view to going to events and meetings. However, the answers to the questions about attending events suggest that fewer in this group do actually participate in events and/or meetings.
- Significantly more members in this group said that they would attend an International Weekend at a European venue. They are slightly more digitally aware and are more in favour of the club supporting apprenticeships.
- This group still supports the continuation of the concours but with a smaller majority.
- The satisfaction score for the committee is slightly lower but skewed by a much higher number of no answers. The magazine also scores slightly lower in this group.

I will be doing similar analyses for each model group and overseas members. It has occurred to me that it would be useful if we had the opinions of ex-members – they may be less flattering! The committee will be looking at producing an exit survey for resigning or lapsed members.

John Lane

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How could we achieve this? Well, let me recommend that you enter your car into Concours next year.

With a clear goal for next summer it could spur you on and once you start to see the results of your hard work you may not know when to stop.... With winter upon us and most owners taking their cars off the road, now is the ideal time for some maintenance and a deep clean.

It's not the most glamorous task but a good clean underneath your car might reveal cracked or flaking underseal, this will allow moisture and eventually rust to creep into your precious car's metalwork. Once identified it is within most owners' ability to treat any areas and reapply underseal preventing a large garage bill in the future.



Air filter after powder coating

Engine Bay

A good engine bay clean will not only make you proud to lift the bonnet at shows, it could also identify any small leaks you may have, and give you time to visually inspect components for damage as you are cleaning them. Even if you can't fix them yourself it's better to sort out small problems now rather than to be sat at the side of the road waiting for recovery and ruining your day out next summer.

A quick and easy way to improve the appearance of the engine bay would be to remove some parts such as air filter housing, radiator fan shroud, cover plates (rocker covers), brackets or anything else black and easily removed, and send them for powder coating; don't send your expansion tank as the heat used in the process could cause damage.

You will be amazed that for a relatively small cost a pile of grotty parts are returned looking like new with virtually no effort from yourself. Most powder coating companies will usually turn around Black fairly quickly as this is the most common colour they use. Powder coating is also a very durable finish and the parts should look good for many years to come.



MkI and MkIII fans ready for fitting after powder coating



An immaculate underside

Interior

Another area to consider is the interior, any confident owner with a few basic tools could remove the interior and clean or recolour the leather, again the results will be well worth the effort.

Whilst the seats are removed a thorough clean of the carpets can be carried out or even replaced with new if they are past their best. This will give you chance to check for any water ingress and soggy sound deadening, which will quickly cause rust in the floor pans.

Don't forget the boot, you can get as many marks in concours for the boot and tools as for the condition of the body and paintwork. There is very little to do here to get maximum points, a good clean and new carpets if required should have your boot looking good.



The driver's seat was much worse than the seat on the left before recolouring



A clean boot and tools presented for concours marking

If you don't already have one then try getting together a jack and toolkit as supplied with your car, again easy points if you have them and they will also add value to your car.

External Trim

For Interceptor and FF owners a great way to smarten up the exterior at little cost is to remove and paint the grills and headlight covers. You may want to leave the scuttle grill under the windscreen in place unless you like a challenge.

Once removed these can be sanded or shotblasted before priming and painting in Satin Black, once painted I sand off the paint on the edges before a final coat of clear lacquer is applied to protect the exposed edges.

You will have to remove the wheel arch liner to access the top mountings on the side grills but instead of looking at this as a chore, take the opportunity to check for any corrosion in this area and possibly add some more cavity protection.

If this all seems like too much then pick one or two areas to tackle over this winter and leave some for next year. Even if your car is not perfect it's great to enter concours and with gradual improvements every year see your efforts rewarded with better scores. You might even surprise yourself and pick up a prize.

There are many ways to improve your car, but in this article I have only gone into detail on those tasks that most owners - even with little experience - can tackle at a relatively low cost and with only a few tools. So don't delay with winter upon us, now is the perfect time to improve your car ready for next year.

Concours is a very rewarding experience and doesn't need to entail spending the entire International Weekend cleaning your car. This year the car taking home the trophy for best Interceptor turned up on Sunday morning and had a quick polish before marking commenced, and this car is certainly no trailer queen being regularly used (well done Eddy).

If you are interested in entering concours next year but feel a little daunted, please contact me for a chat about what is involved. I will also be available to discuss entering concours at the NEC this year, and will be on the JOC stand all 3 days of the show.

David Pearce

Concours Secretary



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Driving with the drop down...

After an initial flurry when I first took over the role of Jensen-Healey and GT Registrar to complete some agreed valuation reports I've had none to do for the last month. If your insurance is up for renewal or you just want an updated valuation please get in touch. I do think the values of Jensen-Healeys and GTs here in the UK have levelled off and are probably coming down in value slightly. Cars listed on on-line auction sites like 'Ebay' and 'Car and Classic' don't appear to be selling and in some cases prices have been reduced quite significantly. Expensively restored cars rarely come up for sale so the average sales price for our cars can be a bit misleading.



Jensen-Healeys and GTs on the recent tour of South Devon and Dartmoor

I'm keen to try and resurrect the 'Healey day' which the club used to hold on an annual basis a few years ago. Early stages yet but I'm hoping an organised gathering with another club can be arranged.

There was a good turn-out of Jensen-Healeys and GTs on the recent tour of South Devon and Dartmoor. Well done to Helen Newby, Dave and Jan Devine, Tim Hatcher, Nigel Kieser and Chris Roberts; it looked a bit inclement!

Good news from Clive and Lyndsey Bishop; they've just purchased a second Jensen-Healey which is in need of restoration. The car is an ex Hong Kong vehicle and was re-imported back into this country in the mid-1990s. Hopefully I'll have some more details to share soon.

The restoration of my Jensen-Healey is progressing, if rather slowly.

My car had suffered an engine bay fire and damage was limited to the front of the car and to just inside the passenger compartment. Basically anything plastic, rubber or made of other combustible material was totally destroyed. Firstly a word of caution.....before I started the strip down I'd been advised to take extra care because some of the burnt residue left after the fire is quite toxic. I wore gloves and a face mask whilst working on the car and had a set of 'dirty-work' clothes that after completing the main bulk of the work were thrown away. Dismantling the car after it had suffered the engine bay fire had its own complications. For instance, a normal strip out of the interior is quite simple, undo bolts, unplug connectors, remove assemblies etc. My car had suffered fire damage into the passenger compartment; basically everything in front of the seats was burnt. You couldn't just disconnect connectors, or undo bolts. The wiring loom was one mass of melted wires, connectors were non-existent, plastic had dripped over bolts and fixings making access virtually impossible...it was a mess!

I've kept a lot of stuff that is probably not going to be any good but I'll hold onto it until the replacement bits are refitted and I know for definite I won't be needing them. The rear of the car, from the doors backwards was untouched by the fire. I debated whether to

just have the front end of the car media blasted and then the body work attended to, but in the end I opted to strip down the whole car and have it stripped of all paint, then phosphate dipped and spray primed. I'm glad I did in the end. I'd spent some time at last year's NEC Classic Car show talking to various companies that offer this service, and in the end opted for Enviro-Strip (GB) Ltd. When I was close to having the body shell completely stripped I arranged with them to collect the vehicle from my house on 12th September. So the pressure was on to get it ready to be taken away.....

At the end of August I removed the front suspension with engine attached, and the rear suspension and axle as a unit, leaving the car as a stripped body shell supported on mobile axle stands. I had the help of several pairs of hands, which made the task a lot easier than trying to tackle it on my own. Raising the body shell over the engine is far easier than trying to separate the engine from the suspension / gearbox with it in situ, and then lifting the engine out from the top. The complete assembly is held in place by just 4 bolts! The axle and rear suspension is just as easy to remove, once the suspension dampers and springs have been disconnected the assembly is held in place by 4 bolts and once dropped to the ground on its road wheels it can be wheeled away like a wheelbarrow.

The car was collected as pre-arranged by Enviro-Strip in their purpose-built transporter. They had the car for just less than 3 weeks and returned it to me at the start of October. I'm in the process now of re-fitting the bonnet, boot and doors and then I can arrange for the body shops on my short-list to quote to complete any bodywork repairs that are necessary, prepare the car for painting and re-paint it. The paint stripping process has revealed a couple of rust areas that I was not aware of, but it has also highlighted that some of the repairs and welding completed in the past are not to a very good standard, and so will need to be redone.

Rob Heydon
Jensen-Healey and GT Registra

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JOC Tour of South Devon

Moor to sea in Devon

Haytor Rocks

After finishing the article for the JOC North Devon Tour late in 2017 I vowed never to do another tour. So here I am 2 years later writing about September's tour of South Devon & Dartmoor!

It was in the autumn of 2018 that I decided to do a third bi-annual tour of my region, and had chosen a hotel locally I had known from the past and with 18 bedrooms was about the right size. I was surprised at how quickly the rooms were taken with just a forum-based advert, and we were soon full with more in reserve. That's when things took a change. Firstly I had heard reports from friends who regularly used the hotel saying it wasn't what it was, and then it appeared on a TV programme called 'Hotel Inspectors'. I had no choice but to cancel and find an alternative.....

Luckily the alternative (Dartmoor Lodge) had 22 rooms but I had to move the tour back 1 week. All but one booking was able to move and I remember Helen Newby saying 'great' now I can do the Dutch trip as well! (And she did). Fast forwarding to September 2019 we had some excellent weather leading up to the tour in Devon but I feared it was going to change. I arrived at the Dartmoor Lodge around 2pm on Friday 27th Sept to be greeted by a stunning Mk1 FF already in the car park. One of the first arrivals had travelled the greatest distance with Martin Kennedy arriving from Dublin via the ferry from Rosslare to Fishguard. Martin Ritchie & Stephen Zacaroli had also arrived the night before, and were already downing their first Cream Tea over at Buckfast Abbey.

With a steady stream of arrivals throughout the afternoon and early evening we were all accounted for, and ready to eat. I must compliment

the hotel for giving us 4 large circular tables for the duration of the stay - which made the conversation flow a lot easier. Great food and plenty of local ales were consumed late into the night, with our drive out aiming for 9.30am the next morning. I must mention that we were also joined by Kev Birch, and by Alan and Chris Jones (who were staying over in Brixham and commuting to the hotel).

After a hearty breakfast everyone was out on time with all the cars warmed up and ready for the off. I had planned a day on Dartmoor with around 4 stops to show off the stunning landscape. Our first stop was the iconic Haytor Rocks, which, from their top gives a panoramic view of Dartmoor and the coast of South Devon. Well it was dry as we parked up and strolled to the summit, but it was obvious that a large rain cloud was heading straight for us. The descent was quicker, and as the view disappeared into low cloud we all headed for our next stop, Widecombe in the Moor.

This was our coffee stop too and a great place to view a typical Devon village complete with a village green, church and a small craft fair. Our next port of call was the Two Bridges Hotel which nestles at the foot of Princetown, right on the River Dart.

I had pre-booked a buffet for the 50 Jensenites in the function room overlooking the gardens and the Moor beyond. It didn't seem to take long before we headed over one of the ancient bridges and onwards to the forbidding site of Princetown and Dartmoor Prison. The excellent visitor centre there was once the Duchy Hotel, and is known for being where Sir Arthur Conan-Doyle wrote 'Hound of the Baskervilles' whilst

The Tour cars parked just outside Princetown



staring across the barren landscape. Some members also headed to the Prison museum before our final stop at Dartmeet, where East & West Darts merge. By now the weather was again closing in and it was decided to head back to the hotel along typical winding B roads and narrow bridges - both suited to the Healeys & GT's. After a quick freshen up everyone was present and correct in the bar by 7pm, wondering just how much rain was going to fall that night. A few owners did have car covers, and as the last few members headed off to bed around 2am (Martin Kennedy & Stephen Zacaroli) the rain was hammering down.

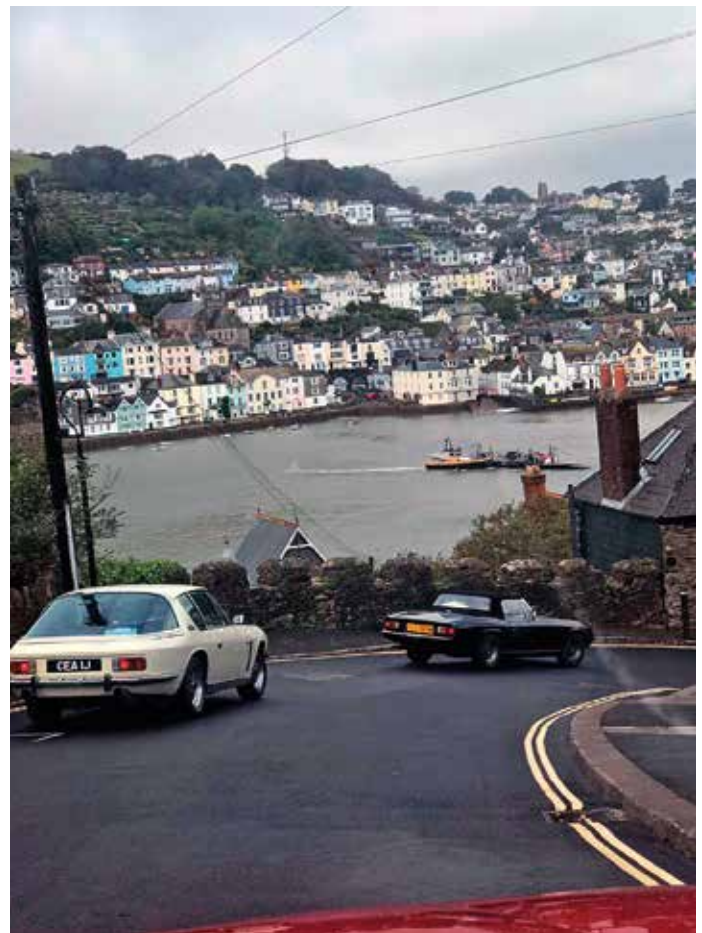
I awoke early wondering how Sunday was going to pan out. My well-laid plans involved parking on one side of the Dart at Darthaven Marina, and then a short ferry crossing to Dartmouth where we would be catching the only coal-powered paddle steamer still operational in the UK. After sending frantic texts at 7.30am to the boat captain and ferry operatives, I was told the weather would be good enough to sail and not to worry. It was still raining after breakfast, and everyone was less than keen to see just how much water an Interceptor or Healey lets in when exposed to the remnants of a former hurricane! As we left bang on 10am the weather had improved, with a dry day forecast down on the coast.

We drove for around 45 minutes winding our way along the Dart through Totnes before climbing to the top of Kingswear and then dropping down to the Marina. A big thanks to the owner of the Marina – John Holman - for giving us exclusive parking on the quayside: the sight of over 20 Jensens parked in front of over 250 boats moored on the Dart was something to behold.

We all hastily made our way to the ferry terminal for the short hop across the Dart. Although about 1 mile from the mouth of the river there was still a swell from the night before, and everyone watched in trepidation as the nearby car ferry took 4 or 5 times to land adjacent to us. I don't think anyone would have liked to see their Jensen being tossed about on a barge pushed by a tug!

After around an hour of free time to look around beautiful Dartmouth all but a few jumped aboard the 'Kingswear Castle' for the hour long cruise up the River Dart.

By now the sun was shining, making the location even more stunning. At around the halfway stage the crew opened up the engine room doors for everyone to see the workings. I believe around ½ ton of coal is used



Dartmouth with Eddie Harragan's MkII & Chris Roberts JH2

in 1 Hour. I would hate see what sort of carbon footprint we left that day.....

Our last port of call was the newly refurbished 'George & Dragon' pub for a traditional Devon Cream Tea. Anyone that knows me will know that as a true Devonian it's always 'Cream First' but with my wife Jackie being from Cornwall it's always 'Jam First'. I would hazard a guess at a 50/50 split between the right and the wrong way as everyone tucked in. It was now mid-afternoon and with many members having long journeys in front of them everyone slowly made their way back across the Dart onto the Marina and then onwards to their final destinations.



Two Bridges – Peter Neale's 541 in front – note the narrow bridges and roads!



A Dartmouth Ferry



GWR no. 7827 Lydham Manor at the Kingswear marina – exclusive Jensen car parking provided courtesy of the owner John Holman



John's very smart Interceptor MkIII at the Marina

Looking back at the weekend, I feel hugely proud to have brought together so many people from difference walks of life with a common interest – the cars. The Jensens were stunning and turned heads whenever we stopped, but for me it was all about the members whom I cannot thank enough. I must mention a few who stood out for me: Martin Kennedy –travelled from Ireland & back (750 miles) plus the Irish ferry crossings; Raj & Karan – Joining us after a long flight from USA; Clive Bishop – joining us after flying in from Zambia the night before; Helen Newby who I believe put around 1500 miles on her

Healey after heading to Holland on the way; and lastly my wife Jackie for putting up with me during the planning and execution.

See you all in 2021.

John Pym

Machine Mart

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Hampton Court Palace Concours d'Elegance

Anton Raaymakers (won the Club Trophy prize of best 60s and 70s car with his C-V8 MkIII) and HRH Prince and Princess Michael of Kent

6th - 8th September 2019

With this prestigious show now well established as the premier show in the south of England, once again a group of JOC members travelled from all directions to attend.

Our elite JOC team of 19 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 quickly organised ourselves in age order (the cars that is!), and this year were able to lead the convoy through the estate at least a mile through the grounds towards the Palace and its Gardens. This venue had again attracted some of the premier cars from around the world, including a number of Pebble Beach Concours winners, vintage Bentleys and Rolls Royces, and many others.

Breakfast availability was limited, but 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 a 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; our tickets gave us access to the apartments of William III and Henry VIII - how they lived in those days.

Anton Raaymakers and John Carrier, being 1st and 2nd respectively in our Concours earlier in the year, were competing in the Club Trophy on the same day of our display, Saturday 7th September, and faced stiff opposition. However, this year whilst a Vauxhall 30/98 of impeccable

vintage won the overall trophy, Anton, in his perfectly restored C-V8 Mk III, won the 60s and 70s category, and was one of the 4 cars to be selected to be presented to Prince Michael of Kent. A really major achievement, and what a boost for the Jensen marque. Princess Michael of Kent told Anton that she would like a ride in his car!

Anton recounted - *"I have to say that I am very honoured to be present and to participate in this prestigious event. It was a great day and I would like to thank everyone present for their support, enthusiasm and hospitality. All of us together have achieved a great result. This will contribute to further recognition of the Jensen cars."*

For the second year, our display included inviting members of the public to vote for their best Jensen in the display, and out of over 300 votes cast, Lennie and Patsy Boulton were declared the winners for the second year running, with 43 votes cast. Thanks must go to Robyn Cream, and Ollie and Elliot Rogers for their help in counting the votes. The major purpose of the ballot was achieved, with visitors showing a lot of interest in all of our cars.

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

Thanks too must go to all our display participants, from Peter Stanier with his 1935 S-Type drophead, Mick Barnett, who again showed both his early Interceptors, Lennie and Patsy Boulton, (541) John Staddon,

David and Trish Klondar, Steve Groves, Colin Murray, Eddie Harragan, Chris and Vivien Reed, Nick and Rachel Rogers with Elliot and Oliver, Gary and Justine Cream and Robyn, Mick Liston, Simon Keeble, Kevin Crafts, Jan and David Devine, Ken and Chris Cassell, Kevin Newman and Rich Briggs-Price; and finally Chris and yours truly - what a roll-call!

can only give a taste of the automotive feast we enjoyed, so everyone is looking forward to another opportunity to promote the Jensen marque to the world again next year.

Images from Chris Wright and Nic Cooper

Some drivers came a considerable distance to make up what was a very broad selection of Jensen models across 66 years. These images

David Wright



Mick Barnett's two early Interceptors and Peter Stanier's 1935 S-type drophead amongst other members' cars at Hampton Court



John Carrier's FF MkII came 2nd in the JOC International Concours



2nd to 6th July with an add-on option to 12th July

John and Caroline Donegan have done a fantastic job of organising the JOC's trip to each Le Mans Classic since it started in 2002, unfortunately John is at a Sunbeam event in Scotland the week before so has passed the mantle on to me, with help from Shaun Winfield.

The plan is to do the same as in previous years, so travel over on a ferry from Portsmouth to Caen on the morning of Thursday 2nd July 2020. We will stay near Alençon that night (get a good night's sleep before camping), and then travel down to Le Mans where we will set up camp on the Friday morning. We then camp Friday and Saturday night, enjoy the racing including the views from the Dunlop stand, have a BBQ back at base or eat in the village.

Some people will then head back up to Caen on the Sunday night staying over ready to get the ferry back to Portsmouth on the Monday morning.

Shaun Winfield and I keep saying we want to extend the trip to take in the Normandy battlefields and the Manoir de l'Automobile at Lohéac, so for 2020 we will extend the trip to the following weekend. A number of people have already said they would like to do this, if you would like to do this please let us know. Some people are actually missing the racing at Le Mans and then joining us again for Normandy so this is an option too.

Ferry and ticket prices are not available yet, as an indication these were the prices for the last event in 2018.

Ferry	£255
Hotel in Alençon	180€
2 x tickets	252€
Camping	100€
Picnic baskets both days, serves 2	150€
Hotel in Caen	108€

Based on current exchange rates, that works out at around £956 for 2 people, plus petrol and beer.....

For the tour afterwards the ferry times on the way back yet aren't available, so not sure yet if we would return on the Saturday or Sunday.

More details keep an eye on <https://www.joc.org.uk/events/le-mans-classic> or give me a ring on 07917 860 130 between 8 and 10 pm (weekdays).

Zac Marshall

Letter to the Editor

Addendum to Concours Report Hull International 2019

Dear Paul

I realise that my Concours Secretary's report in the last magazine did not make sense without the Show'n'Shine results and I would like to include them in this letter. This is a relatively new competition which includes all the cars present on the Sunday at the International Weekend who have not entered the Concours Competition.

The Winners this year were:

Early Cars	None present		
541, 541 S, 912 UPF	Ian Proudfoot		
C-V8	C-V8 III	FRY 897 D	Chris Collingham
Interceptor	Interceptor II	HGK 51 K	Mark Ellington
Interceptor Variants	SP	NDC 3 L	Richard Fischer
FF	FF II	BPE 730 H	Paul Strange
Sports Car	Jensen-Healey II	VRT 823 M	Helen Newby

As I stated in the report, there were several FF's present and it was decided to substitute an FF class in the absence of any Early Cars. Some of the winners are cars already known to the club but it was Mark Ellington's first JOC event and I hope it made his trip from Aberdeen worthwhile. Thank you again to our mystery judges.

Helen Newby



Editor's note - The Interceptor looks very smart sitting next to the Bristol 603

ACE CAFE 2019

This year was again a joint event with the Bristol Car Club, and when I arrived early to put up the flags I had been beaten by one of them. Raj & Karan arrived soon after and we went for breakfast with them. Over the meal I kept count of the cars arriving and the Bristols were taking a lead until around 11.20, when the Interceptors arrived one after the other. The Bristols never caught up after that. In all we had 7 Interceptors, one SP, one FF and 3 Jensen Healeys.

It was great to see the people from both clubs mixing and comparing cars in the car park. Grant made a grand entrance and promised to be

the last to leave - which he was! There was one interloper in an E-type who brought his father (who was visiting from Australia) to see the Bristols as he had a Bristol 401 at home. But he told us his neighbour had two Healeys and an Interceptor, so we let him stay. It was nice to see the Ace Cafe regulars and some new faces over the day and we hope to see them again next year.

David Devine



Steve Payne and David Devine fixing something..... Note the Bristols in the background

Area Co-ordinator

After John Pym stepped down from this committee position a few months back, there have been many discussions at the JOC committee to ask if the JOC needs this position? I agreed to contact all the Area Reps on behalf of the committee to undertake a survey of all the Area Reps and see what was going on. The question was asked if the club really needs an Area Co-ordinator; the response from the Area Reps was a resounding "Yes". So here we are, I am the new temporary Area Co-ordinator, I will be the contact between the Area Reps and the committee; I will try my best to get questions answered for you, and help in any way possible, to promote the JOC and hopefully bring more cars and members into the fold. We need to share our knowledge of these cars with each other, because if anyone has a problem they can't solve, there nearly always is someone who has had the same problem before, and, to coin a phrase 'been there and done that'.

I will be on the lookout for bigger shows that may be of interest to the club and all its members; I can't promise one of these every week or every month, but I would like to see big shows attended like the club used to do. I know that peoples' lives have changed, as have the owners of these cars, who are getting younger, and these types of owners are now those that have possibly had children who have flown the nest, and now its parents' time again so they wish to explore many avenues with their cars.

In recent years there have been many owners who have travelled abroad, and these members seem to be growing in number. Only recently in the members' survey a third answered positively about having an International abroad. I think this isn't outwith the realms of possibility, since now there is a JOCF (Jensen Owners' Club France),

currently only a few members but from small acorns etc! The Dutch have an annual gathering, which we ourselves have attended and have enjoyed - yes it can be a little more expensive than going to Milton Keynes, but these cars were built to be driven and enjoyed, plus the roads are not so congested.

So please bear with me for a while, as I get to know what's what, there will be some changes in the New Year regarding how the position of Area Rep is to be advertised in the magazine, and how the Area boundaries are defined. The committee has also decided that the JOC web page needs to be updated; I'm hoping that there will be an Area page where we can post pictures of any, if not all events that have been attended, plus videos of any trips that the JOC has done - we don't want everybody to go elsewhere on social media before coming to the JOC web page!

There will also be an 'Area Reps Job Description' so that everybody will know what's expected of an Area Rep; I know many of you will already cover all these duties (and for this the club is very grateful), but whilst phoning all the Reps, this subject of duties was something that came up again and again. An Area Rep is to help and Inform - if someone in their area wishes to organize a get together, (that maybe the Rep hasn't thought of or didn't know about) then it's always good to help that person, someone doesn't have to be a club member to help them, because showing friendly help to someone could encourage them to become a member. It will, of course, also enforce the fact that the Jensen Owners' Club is and, as a Jensen Owner, you are a member of something far bigger - you're a member of the Jensen community where ever you wish to travel!

Colin Mayes



Various area activities – the first Yorkshire weekend away trip, and a more recent Dutch event



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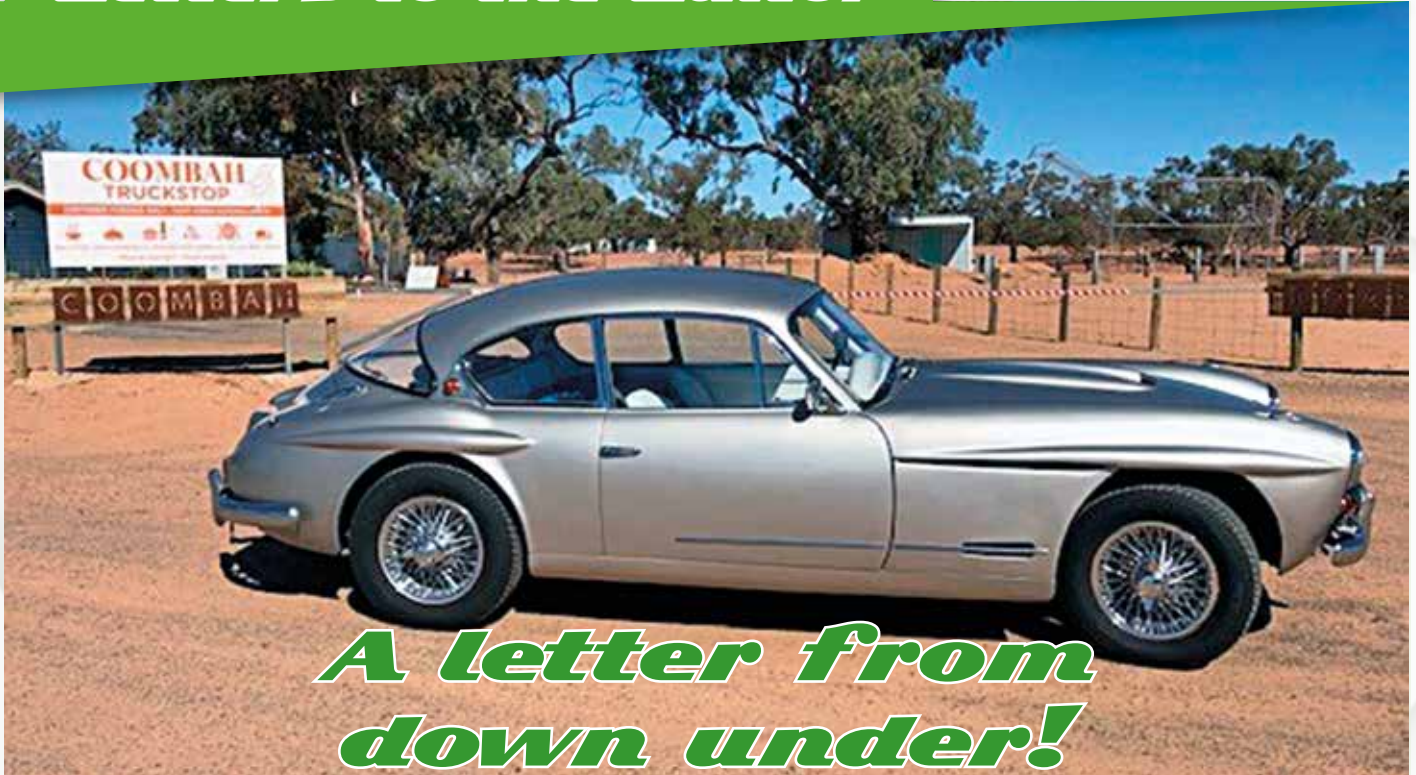


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Letters to the Editor



A letter from down under!

Coombah truck stop

Dear Paul,

We returned on 14th August 2019 from a two week outback tour with 23 other vehicles, three of which were classics like our own 1959 Jensen 541R - all the other participants chickened out; bringing their daily wheels instead as they were worried about the fairly significant distances and the outback terrain, despite the fact we were on sealed surfaces the whole time.....

From Melbourne to Echuca, Mildura, Broken Hill, Cobar, Griffith, Tocumwal - two days in each place. It was a terrific tour thoroughly enjoyed by all 46 participants. The Jensen went really well, not missing a beat, and achieved a very creditable 22.8 mpg overall.

En route Mildura to Broken Hill (297 kms) at the only road house with fuel between the two locations, which turned out to be closed. We were OK having been warned this might be the case and therefore filled up before departing Mildura and had a can in the boot anyway. This group of bikies were riding for Black Dog - Men's Mental Health were expecting the place to be open and had a few problems as they had gone flat out to get there using their fuel at an accelerated rate only to find the place closed. They persuaded the owner, who was fortunately on site, to part with a few litres and managed to get everybody sorted eventually. They were a terrific bunch riding for a great cause. They were very courteous on the road.



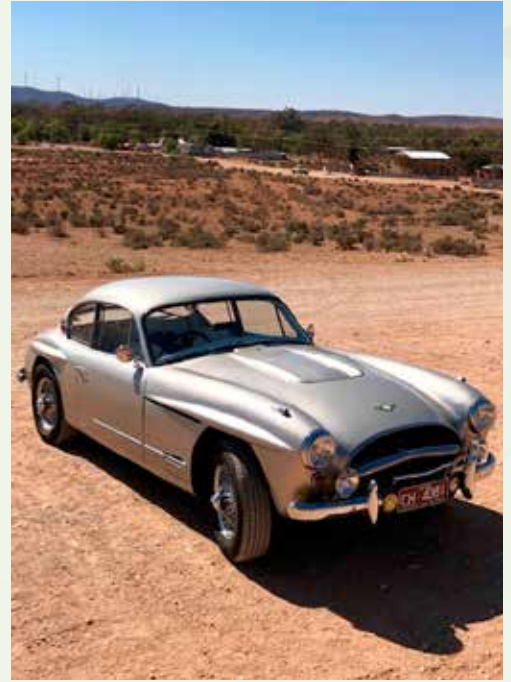
Bikers riding for the Black Dog charity



Art gallery in Silverton



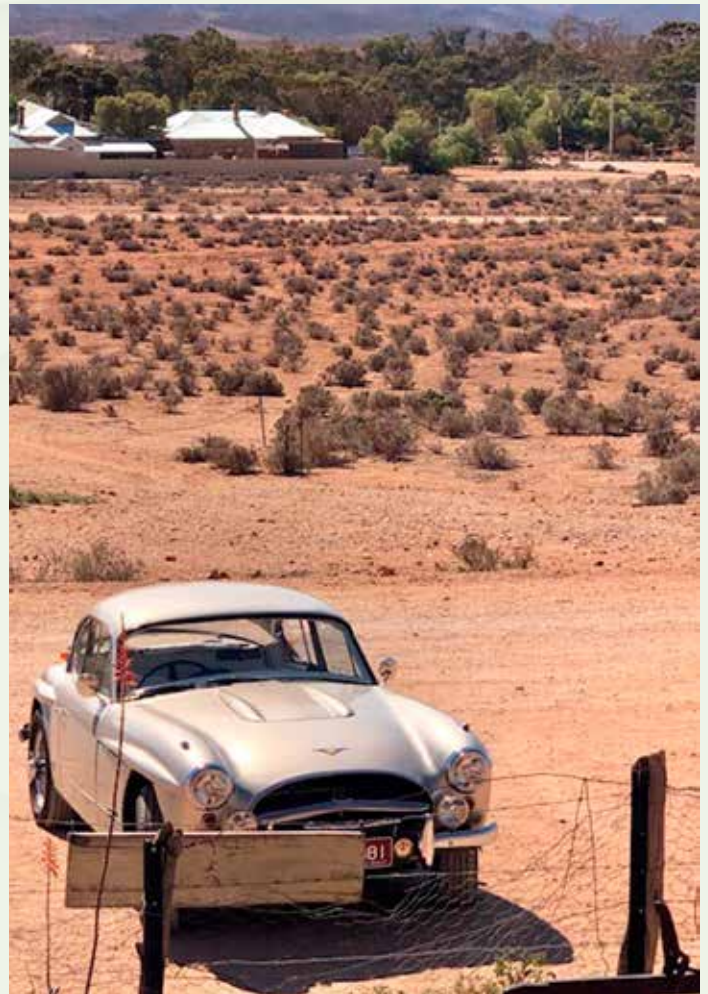
At Silverton NSW.



Silverton - see the wind farm in the distance



En route Broken Hill to Cobar (457 kms)



And again!



Another shot of Silverton

Robin Jervis-Read

#1334

jervisread@ozemail.com.au

Hi Paul,

I thought that the Club may be interested in the recent showing of my car. I have owned my car since 1978. I was invited to display my car by Alexandra Verney to Cars in the Claydons at Claydon House – Buckinghamshire on Saturday 17th August 2019. The Verney family have lived in the house for almost 400 years and still live there; the property is now managed by the National Trust.

I was very pleased to receive awards for Best Paint and Best Engine Bay and was then awarded the Competition Concours – The Claydon Cup.

I also attended a local village car show in Tewin, Herts on Sunday 18th August 2019, circa 300 cars on display – but no other Jensens. No awards given out on the day – but lots of interest in the car again – which is by far the bigger reward!

I returned to Buntingford – Herts Car Show on 7th September 2019, where I was very fortunate to be Voted Car of the Show last year (2018).

I continue to champion our cars.

As a further note:-

I recently attended the Harpenden – Herts Classic Car Show on the 24th July 2019. I was approached by a representative of Classic Car Weekly who took an interest in the history behind my car, including my length of ownership (almost 41 years) and the fact that the car had been off the road for more than 30 years before it was restored and returned to the road in late 2016 and in time to be displayed for 3 days, on the Lancaster Insurance Pride of Ownership Stand at the NEC Classic Car Show in November 2016

They are running articles on a series of cars under its new "Keepers" series, and have taken details and photographs of my car and produced an editorial for the series. I am awaiting confirmation on the date that it will be included. More good publicity for our cars!

Jim Smith
Member no. 1639 – since 1980



Jim Smith with his concours-winning car

Dear Paul,

Life at Jensen Motors Ltd

There was one person at JML who I believe has never been mentioned in the chronicles of the company, and that is Tom Kileen. Tom was the Service Manager who I went to as his Assistant Service Manager in 1965. I was 26 at the time, having moved from The Rover Co. Ltd. where, having finished my apprenticeship, I became a LandRover Special Projects Engineer. Tom was a delightful English country gentleman type, always dressed in a tweed suit and brown brogue shoes; he drove a frog-eyed Sprite. His wife rode a motorbike and smoked cheroots!

Tom's main love in the automotive world was designing his own small GT cars, and he wanted to get on with this. Consequently about six months after I joined JML I was promoted to Service Manager, and Tom went up into Engineering to get on with his design work.

His cars were of monocoque construction and were 2-seater GTs, with a rear-mounted power train. Alan Fraser, who ran a very successful transport company in Kent, became Tom's backer, and eventually three cars were built at JML for circuit racing. How successful they were I'm not sure, but it was not for the lack of design expertise. Tom, I believe, retired fully around 1969-1970, and I then lost track of him as I became more heavily involved in

the main business at JML. Tom was a complete eccentric, but a true Brit in every sense. Tom believed he beat Colin Chapman to monocoque design of racing cars. He was also very critical of the C-V8 shape such that he offered to redesign it; as can be imagined his offer was not taken up!

I often think about him, and in closing must tell you of a true story that occurred in the first few weeks I worked with him. Lord David Strathcarron brought his 541 to the factory for a replacement engine to be fitted. Tom told him it would be ready in three weeks, and then promptly forgot to tell anyone. Three weeks later both of us are looking out of Tom's window when Tom says "My God, I have done nothing about his car" – as Lord Strathcarron walks from his taxi into the Service Reception Office. Tom immediately gets under his knee-hole desk and says to me "tell him I'm not here today – go and see what you can salvage from the most embarrassing situation with a Peer of the Realm." I met his Lordship as requested by Tom, and thought the best plan was to tell the truth; so there I was, 'cap in hand', saying how sorry we were to have let his Lordship down. Lord Strathcarron could not have been more forgiving and kind; he just asked for a taxi to the railway station, and asked that I personally call him when his 541 was ready to collect.

What a true gentleman.

David Millard

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

This is the slight lull before the storm for me and it's nearing renewal time for everyone. The membership renewal costs remain the same again this year giving you even more value for money:

U.K. renewal £38 by cash, cheque, PayPal, bank transfer, Direct Debit or Debit/Credit Card (phone your card details through to me or visit the Regalia desk at the NEC if attending 8-10 November 2019. Europe £44 by cheque (drawn on U.K. bank), PayPal, bank transfer or Debit/Credit Card (phone your card details through to me or visit the Regalia desk at the NEC if attending 8-10 November 2019. Rest of the World £48 by cheque (drawn on U.K. bank), PayPal or Debit/Credit Card.

Please make every effort to send your renewal prior to or on the 1st of January 2020. But U.K. members please note that if you paid last year by Direct Debit, that your payment will automatically be taken again this year and there is no need for you to action anything. Also any new members joining after 1st of September 2019 **DO NOT** need to pay for 2020 and for you the next renewal date is 1st January 2021.

As in previous years your membership card will be inside the next magazine issue 269, but has no relevance to whether you have paid or not as everyone's card is processed at the same time to save on postage costs; if you are unsure of your membership status give me a call or drop me an email. My final sermon is to all our European friends who pay by bank transfer: please ensure you put your membership number **FIRST** on the reference.

It's always a little quiet this time of year, but we've had a constant flow of new members joining, some with cars the club had no previous record of still being in existence which is always nice, especially when it's on the road!

Progress on the Old Lass continues and she is back on her wheels so easy to move around the garage, we've been first fixing the ancillaries, hood frame, bumpers, handles etc, there is definitely light at the end of the long tunnel.

New and rejoining members since my last report:

10924	R Harper	Sheffield	JH2
10925	D Shanahan	Cambridge.	
10926	G Ranson	Suffolk	541R
10927	A Radcliffe	Preston	Int1

10928	P Sutherland	Canada	
10929	K Kingham	Devon	FF1
10930	D Jenkins	Bridport	Int3
10931	G Grady	Cheshire	Int3
10932	R Roberts	Badminton	541R
10933	B Erickson	Gold River USA	Int3
10934	A Dobson	Newport	Int1
10935	J.Foat	Kent	Int 3
*4295	L Doherty	Newport	Int1
*4677	M Cahill	Porthcawl	541S
*7228	O Lavington	Storrington	FF2
*7529	H Goodall	Surrey	
*8767	G McNamee	Surrey	
*9046	A Marsden	Crawley	Int3

* donates a returning member after a lapsed period

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

Darren Barnes

Membership Secretary
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New Members

Hi Darren,

Sorry for the delayed response – working through a long queue of tasks as the moment. As far as my car, I have a 1972 Interceptor Mk3 128/2789, engine HC10520; Registered as DST440; colour Dark Blue – Porsche Lapis Blue (M5W) interior colour Cream.

Its build date is 15/8/72 and it apparently left the factory on 31/8/72 sold through Charles Follett to the first owner Mr M Nathan, Chalfont Investments, 6 Curzon Place, London W.1. delivered 4/9/72 - Original English Reg. ERY 200L. The car was originally Royal Blue with Black interior.

The car came to Australia in the 1980s owned by Wylie Easthope, Dudley Proudfoot and then David Piper all in Victoria– so I am

the fourth owner and the car is now in South Australia. Dudley completed a full bare metal restoration in 2011, where it received its new paint colour (a shade or two darker than original), new leather and mechanical overhaul. Apart from the colour change, the car is in pretty original condition, with matching engine numbers. I'd like to fill in the full history when time permits.

I have attached some photos of the car, also my mug shot – sorry this is as good as it gets! I have just become editor of the JCCA Magazine 'The Interceptor' and have been in contact with your editor, Paul Strange.

Scott Thomas



Editor of the JCCA mag (Australia) Scott Thomas. Right: Interceptor 128/2789



The very smart retrimmed interior

Thank you Darren.

The car was purchased by my father (Terence Cahill) in 1962 and we ran it as the family car until the mid-70's. Unfortunately the car was then put in a garage and forgotten about until the mid-90's. At that point Dad got the car running again, and for some reason changed the colour from the original white-ish grey colour to the blue in the attached picture. The car was given to me about 10 years ago, and I have been meaning to get it back in good condition for some time, which I now intend to do.

The details that you asked for are as follows:-

Model – 541S; Chassis number – 100/1004, Engine number – 40/A/11042, Colour – Blue (at the moment but I intend to go back to the original). Registration number – 426 BAA.

Mike Cahill



The 541S of Mike Cahill

Hi Darren,

I apologize for the delay forwarding photographs and information regarding my Jensen. I have attached photos from the day I purchased it, and also a more recent picture (shown below) after I had the stock wheels refurbished.

Regarding its history, I purchased it from a friend who also has another 1973 Jensen. My Jensen spent eight years in Tucson, Arizona, as my friend had given it to his brother-in-law, who decided that since he was no longer driving it and was not going to do any further restoration, so he returned to my friend here in Texas at which point he decided to sell it. The car is in pretty decent shape and is complete but just needs some minor TLC to restore it back to its original condition. It has just over 80,000 miles recorded, with the front seats reupholstered, otherwise completely stock.

Some minor rewiring has been done in the engine compartment prior to my friend's ownership. I do not plan to do a major ground up restoration, I want to drive it and not make it a hanger queen. I will have to sort out some minor wiring issues, but everything functions. It appears that someone had performed some minor work in the engine compartment but the rest of the car remains original.

My immediate projects are: Re-core the radiator, evaluate and reconnect the heater, service the air conditioner (it was recharged with R134, which leaks when running in a R12 system). Install a new brake server booster, new master cylinder and Fosseway front calipers. Upgrade the headlights - it still has the stock U.S. sealed beams. Buff and polish the paint, it has some minor defects. The car was originally yellow but was repainted to British Racing Green.

Longer term projects include: re-dye the leather upholstery, the front seats were redone in the wrong color. I plan on using Leatherique restoration products. Install new carpet, changing the color to black. It still has the stock light tan 70s shag type carpet. Perform a valve job on the 440 - debating whether or not to install headers during the valve job. I may replace the Carter carburetor with a Holley. Install new exhaust pipes - mufflers and resonators are okay. Re-arch the rear springs, it sags a little and worse on the driver's side. I will probably do a quick fix, extending the shackles to get it level before I pull the springs to re-arch.

The VIN number is 140-8867. More updates to come.

Roy Nolan



Roy Nolan's British Racing Green Interceptor

Hello Darren,

Thanks for your message re the Jensen Owners' club. I have owned 5 Interceptors so far in my life, and I am very happy to have another Interceptor, as I do love the cars. I was a club member many years ago, and it's good to join again after many years Jensen Owners' Club absence.

I brought the car below last week. It was at the HH Auction at Buxton, and I acquired the car through one of my *classic car* dealer friends, Sam at the *Classic Wise Collection*.

My car is an Interceptor III, and it would seem its been in long term storage. It seems the original cars number plate was PAB 3L, now it's on KKP 543L, chassis number 12814850, engine number HC10643.

The car was first registered in 1972 and is in a stunning metallic blue, with a blue vinyl roof, which would seem to be the original colour. The log book has the car first registered from 1978, and as the car has odd rear lights added, I assume the car was exported when new, I have attached a photo for your ref.

The car needs engine work, and it's leaving tomorrow to be sorted out. I want the car so it's reliable and can be used on nice days, and to join in on club events. The mileage shows 25623 miles, and looking at some old MOTs with the car, and the condition of things like the driver's footwell carpet and pedal rubbers, I think this is the original mileage.

The bodywork is in really good order, and it's solid underneath, inner wings are fine, and it would appear, largely very original bodywork. Thanks for the note on the internet forum, that's great, can my user name be *peterrmayo*? I am also the press secretary of the Panther Car Club, as I have a Panther DeVille, J72, Lima, and 2 x Rios.

Thanks for your help, as I do look forward to becoming an active club member.

Peter Mayo



New member Peter Mayo



The non-UK standard rear lights of Peter's car

Hi Darren,

I last contacted you in January 2018 with some photos of a MK2 interceptor I had purchased with a view to restoring. Now 18 months down the road I am starting to see the light at the end of what has been a long tunnel of horror! These are a few pictures of what we found and some progress made.

Gavin Bradshaw



Rear wheel arch stripped and being prepared for welding new arch



New arch welded in place



New arch fettled and painted

South Downs



Two early Interceptors in the foreground of the 18 JOC cars present

Cranleigh Classic Car Show

August 2019

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. The weather was breezy, but only the odd shower interrupted the fun day! The South Downs Area has mounted a JOC stand for 7 years now, and this year we displayed no less than 18 cars, displaying many years of Jensen production, from David Davies's magnificent 1935 S-Type, through to Kev and Rich's 2001 S-V8.

Chris and I arrived early to confirm our pitch area, this year alongside Marcos and Ford clubs. With Joan and Brian Raper, and Jan and David Devine, and Stan Schlesinger, the Coleman shelter was up in no time thanks to their expert hands, and with tables, and 2 JOC flags, base camp was established. Overall, a very pleasant and relaxed day as always was had by all, with plenty of space provided for us all by the organisers once again. Mick and Jim were showing their 3-D printed hub cap centres for early Interceptors, and Steve brought a large cart of old club magazines, which found a good home for research.

Many visitors to our stand commented positively that they'd always wanted to own a Jensen, and conversation in the shelter ranged from future National events, to Regalia, and Richard Calver's new book, Jensen Genome, as Raj and Karan had brought one with them from Milton Keynes.

A big thank you for making the Jensen presence so colourful and the day so enjoyable to Chris Wright, Chairman Shaun, Chris and Vivien, Mick Liston, Dave and Jan, Richard Fischer and family, Simon Kirby and Ashton, Brian and Joan, Alan, Charlie, Rich and Kev, Raj and Karan, John Staddon, Stan Schlesinger, David Davies, and not forgetting Mick B and his 2 drivers with his early Interceptors. The visiting public went away more knowledgeable on Jensens thanks to you all. Thanks too to David Devine who took the pictures here.

David Wright



David Davies lovely S-type being admired by a visitor

Capel Classic Car & Bike Show

17 August 2019

This was the 2nd year for our South Downs group at this show in the village of Capel in Surrey, and our modest space booked for 6 cars, was taken up by 5. This followed the week after a major display at Cranleigh and was a much more leisurely affair!

Appearing at this event, which combined the village Horticultural Society's Annual Show with its Classic Car Show, were Ken Cassell with his immaculate GT, Charlie and Helen Smith with their 541, Simon Keeble with his US spec. 1976 Interceptor Convertible, and the



Two early Interceptors in the foreground of the 18 JOC cars present



A rare GT nestles between a 541 and Interceptor

2 C-V8s of Alan Pryce, and Chris and I. It may be a small display, but still qualified for 2 flags flying!

With the morning to browse the stalls of both plants, crafts, and autojumble as well as cars, the day got into full swing when the public arrived at 12.00 noon. Last year over 5000 members of the public visited, and it certainly brought forth many enquiries about Jensen. Come late afternoon, we were all committed to attending again next year, and maybe even more members may join us. Many thanks to Helen and Charlie, Ken and Chris, Simon and Alan and Beverly for their company and fielding questions during the day. Photos thanks to Simon Keeble.

David Wright

South Downs BBQ

21st August 2019

Once more, the sun shone on South Downs this year for our annual BBQ, at *The White Horse* in Maplehurst. This year, no less than 26 happy Jensenites came along including David and Chris's 2 granddaughters, and Edward and Amanda Brown from the Southern Area. We also welcomed Kevin and Helen LeGrand, all the way from Rye, and Martin and Jane Bohling, from Bosham, all newly joined members.

Once again, Simon at the White Horse had erected his huge marquee in the back garden, and 6 Jensens including 3 Interceptors, 2 C-V8s and Neil's Healey, and Steve's Stag attended. 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 plum crumble too.

The Jensen group filled the marquee, and a very sociable time was had by all. As a dewy evening began to fall, we finally dispersed at around 9.45 pm, with thoughts of festive dinners being raised already!

Many thanks to all our members who made it happen.

David Wright



South Downs Barbeque, photos by David Wright

Wessex

Festive Dinner & Overnight Event in Bristol Avonmouth



Saturday 7th December 2019

Get together with the Jensen Owners Club for a Festive Celebration with a difference.

Step aboard *the Marco Polo* for a fabulous show and delicious five-course dinner and show plus the option to stay overnight with breakfast the following morning. Included in the price are welcome cocktails and half a bottle of wine per person with the meal.

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This event is open to anyone in the JOC. Already we have people booked from different regions and so anyone welcome....

Clive

Clive & Lindsey Bishop
JOC Wessex Representatives.

Jensen Owners' Club Area Representatives



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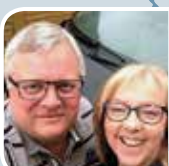
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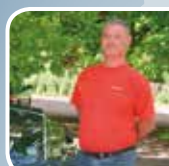
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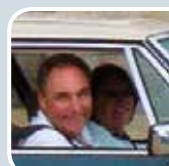
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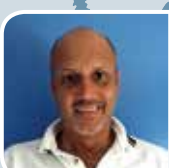
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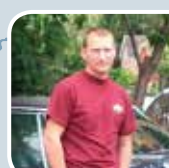
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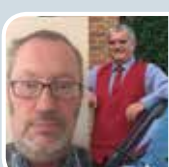
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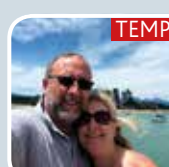
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✉ Ireland@joc.org.uk

INTERCEPTOR



Mk III Jensen Interceptor for sale. The car is an unfinished project and is being sold as part of an estate. The body has been totally repayed, the engine has been rebuilt. Windows are in now. All parts are there, but in boxes. Lots of paperwork including importing. This car is in Australia. Offers around Sterling 20000. Graeme 0061 (0) 400972496 beardgraeme7@gmail.com



Jensen Interceptor MkIII Series J 440 cu/in for sale. Due to a change in circumstances my beloved 1973 Interceptor is up for sale. In exceptional condition it has recorded 87k miles, MOT until April 2020 despite being exempt due to Historical Vehicle status. Extensive history file including original build and sign off sheets, all original beige interior, new switchable Mitsubishi fans, working air conditioning, silver paint with navy blue vinyl roof, factory recommended 'Econocruise' cruise control, Toad 'Ten' alarm immobiliser, Electro-Chromatic dipping interior mirror, Jaguar electric & heated mirrors, Panasonic sound system with Alpine speakers and tweeters, top tinted windscreen, Jaguar vanity mirrors with leather upholstered sun visors, American walnut centre dash, Lucas 'square eight' front foglights, Moto Lita steering wheel, Hella rechargeable two colour safety lamp, boot mounted warning triangle, factory tool roll and wheel change lift, fire extinguisher. Fully undersealed, high pressure cavity injected wax protection. Very good oil pressure on idle, a sweet engine. Great driving car, great paint and a great example of the marque. Contact me for pictures, details, viewing etc. Ian King - 07470 396685 ian@kingracing.com



Interceptor III H-Series for sale September 1972, chassis 128-4851. Featured in July edition of magazine, pages 40-42. £20k mechanical refurb last year including engine rebuild with all performance upgrades, suspension rebuild etc. 76000 miles with extensive history file included receipts for refurb work done last year, letter from first owner etc. In regular use - more than 3000 miles completed in last six months without incident, including JOC Spring Break and Tour of Devon. Royal Blue bodywork is tidy and presentable, shut

lines all very good, sills and jacking points all test fine etc, but would benefit from paintwork in medium term. Good beige interior with blue carpets, no cracks to dashboard. Well known to Rejen who can provide independent assessment. Full details and pics on my website - www.regbartoncars.co.uk. I've owned this car for two years - only now for sale to fund the refurb of my new Interceptor Convertible! £38,950 but open to sensible offers. For more info or to view, call Reg on 07917 234897.

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

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Diary 2019/20

2019

Fri 8 Nov – Sun 10 November
JOC at the NEC Classic Motor Show 2019

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

Sat 7 December
JOC Festive Dinner and overnight event Avonmouth, All Areas invited

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

Sat 7 December
Thames Valley Christmas dinner at The Spade Oak Bourne End

Contact Brian Raper
E thamesvalley@joc.org.uk
T 01256 780718

2020

Sun 10th May
Popham Airfield Classic Car Show, Autojumble & Vintage Fly-in 1000 – 1700

Contact Brian Raper
E thamesvalley@joc.org.uk
T 01256 780718

Fri 19th June – Sun 21st June
JOC International Weekend, the JOC Premier Event. To be held in Wroughton (Address to follow)

Contact Stuart Allan
E International@joc.org.uk

Thurs 20th July
Le Mans Classic (see this mag) Contact Zac Marshall

T 07917 860 130 (after 8 pm please).

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

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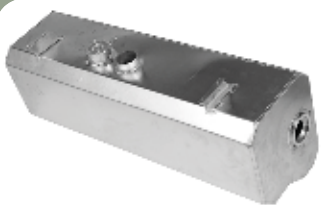
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