



OWNERS CLUB

ISSUE 151
MAY / JUNE 2000





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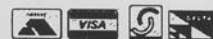


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Jensen Owners' Club



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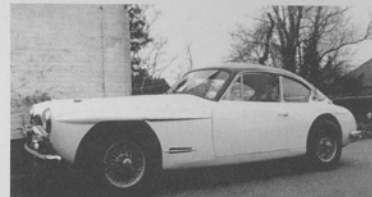
Spring

Weekend Break
Sheila and John Lane report on this ever-popular annual event — but this time it's serious!

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JOC Regalia

Everything you could possibly want, from clothing to baseball hats to books to models to watches to badges, mugs, key rings, wallets and yes — handbags!



Read all about Cally's 541 on page 18!

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JOC Mail

Some food for thought about oil drips trays (or the lack of), recommendations for restorations work and an update on Barry Waterstone's mysterious 'crashed' 541-R.

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Classified Ads

Lots and lots of ads this issue — some bargains to be had, no doubt.

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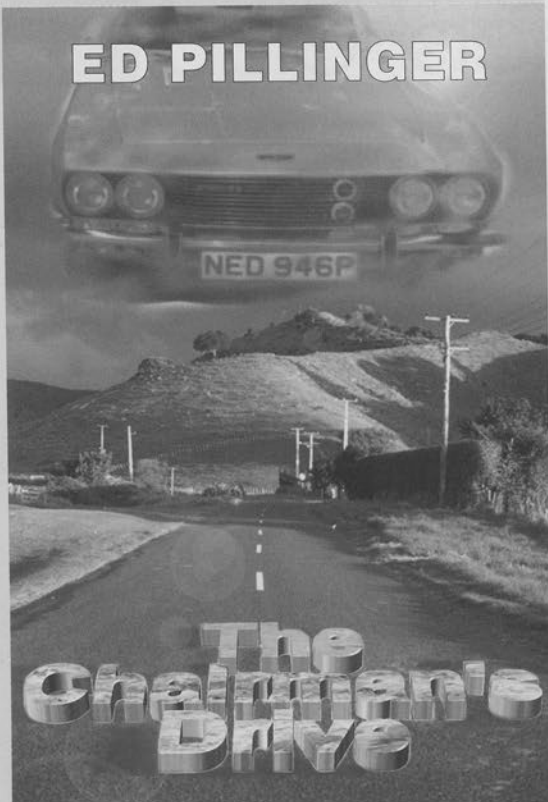
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ED PILLINGER



About this time last year, issue 145, I said: 'As you get older time goes quicker!' Never a truer word was said. After another great spring weekend, (see article also in this mag) the build up to *Techno Classica*, Essen, Germany resulted in yet another great event for our club that came together smoothly, efficiently and quickly due mainly to the fact that our continental members have been together now for five consecutive years, know the ropes and have gradually got the support and confidence of the show organiser. This year the space and position afforded to our club by Leon Franssen of Siha Promotions couldn't be faulted.

Suffice to say the *Jensen Owners' Club* drew much attention and admiration with a superb display of cars.

Cover Story:

Front:

Interceptor and 541-S of Ian Proudfoot.

Rear:

Ulric's FF.



A full report together with pics, compiled by our German members will be presented in a future edition of our mag. However, on a personal level the experience would take some beating. Together with our good friends Tony and John Davies, Sheila and I travelled to Dover, where by arrangement we met up with Matthew Green and cousin Gerry Bronn, fellow club members, along with Don and Josie Betts. Matthew has a magnificent MK III interceptor purchased by himself in 1974. A lawyer by profession Matthew's car reflects the care and attention to detail one would expect. With 86,000 miles registered on the clock, it looks better than when it left the showroom!

The MK III was our UK contribution to the Essen show and would be driven there and back, door to door a journey of approx. some 800 miles. Our journey was completed after allowing for refreshment stops, at an average speed of 60mph. Yes, of course we could have gone faster! But unfortunately Matthew's interceptor blew an exhaust manifold gasket on route.

A debate on lead replacement fuel could as a result go on for ever and day - but prior to undertaking the trip, the car had some engine-bay attention resulting in various nuts and bolts being removed and re-tightened. At time of writing the latest news I have is all's well that ends well. Again our hosts, Klaus Pape along with Heinz and Frank - the famous three (!) worked hard and enthusiastically to ensure a successful event.

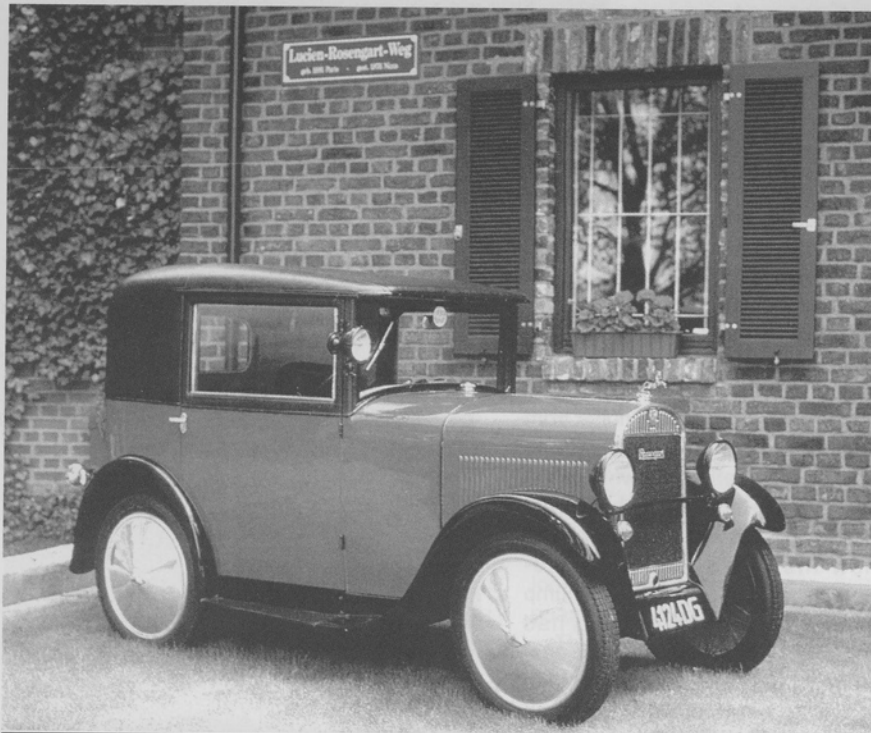
Possibly one of the major highlights of our visit was a personnel invitation to visit a private car museum, 'The Museum Rosengart'. All of the cars presented were manufactured by Frenchman, Lucien Rosengart, between 1918 and 1961. The museum is an active and viable monument to the dedication and enthusiasm of its founder, *Karl-Heinz Bonk*. The visit did have its lighter and hilarious moments!

Again, a memorable feature of our visit was to the Essen the evening meals, enjoyed in excellent company with our continental members. Little did manufacturers of cars all those years ago imagine that their creations would bring together people from different lands, language and background such is the classic car scene. I fully recommend a visit to Essen Techno Classica show!

At time of writing I'm informed that bookings for our International 2000, Maidenhead are well up to expectation. This year promises to be a great event. Members from around the globe have notified their intentions to attend making the weekend a truly international event. I'm delighted that our President, Lord Strathcarron, will be amongst us, and is to give the after dinner talk — not to be missed!

This year there will be one or two special items on the agenda, and I do urge each and everyone to make an effort, no, not an effort! Just take time out to enjoy your club, and come to Maidenhead International 2000.

The museum is an active and viable monument to the dedication and enthusiasm of its founder, *Karl-Heinz Bonk*.



At the Rosengart Museum, this 1928 LR 2 Rosengart was famous for covering 100,000 km in 105 days. This run was backwards and forwards between Lyon Bourges and Dijon and proved the reliability of the marque, the driver managing just four hours sleep every 24 hours.

Notes from the General Secretary:

Club Badged Insurance Scheme

It was decided at the Committee meeting on 16-04-2000 to discontinue the badged scheme currently operated through Paul Hammond and the Royal Sun Alliance Insurance. No further scheme will be embarked upon in the foreseeable future. In the current economic climate the Committee believe that the choice of insurers should be made by the individual member. By advertising in the JOC magazine the insurers will be in a position to let the members know what insurances are available.

Committee Elections for Year 2000 (AGM)

With the exception of the Regalia secretary & International Weekend Organiser, all the current Committee are willing to stand for re-election. The following positions are currently available: Regalia, PR, Vice Chairman, International Weekend Organiser.

Nominations should be received in writing 21 days before the AGM. Each nomination should be seconded by another member and the nominee should intimate his/her willingness to stand.

Please note that all Committee positions are held on a voluntary basis. Please contact the General Secretary if further information is required about any committee position.

Wendy Froomes
General Secretary
(01844) 352349

International Weekend Organiser Position

I will be retiring from the position of International Weekend Organiser from June 2001. Ideally I would like someone to work closely with me next year (from September 2000 through 2001), so that we may set up the year 2002.

If anyone is interested, could you contact the General Secretary before the next AGM at Maidenhead, or if you would like to know any further details about this position, then please do not hesitate to contact me.

Thelma Smith
(01283) 760535

J A G U A R

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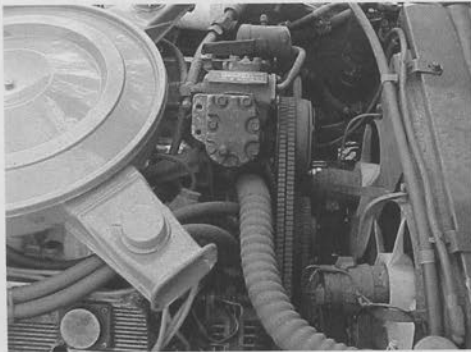
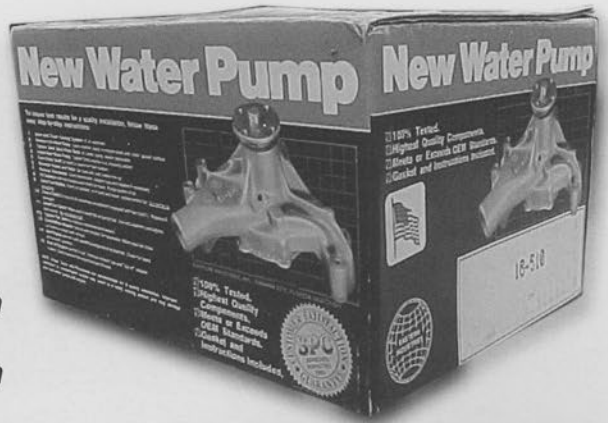
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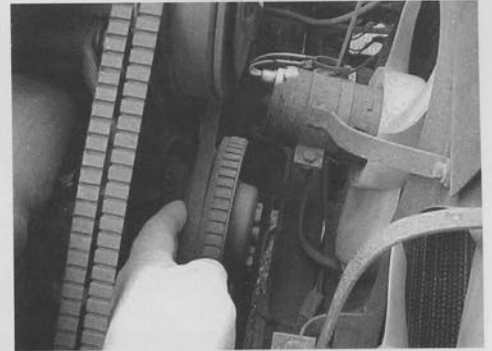
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INTERCEPTOR MK III WATER PUMP REPLACEMENT

Keith Anderson takes you through step-by-step on what initially appears to be a complicated job. However, care and a methodical approach will soon see you through.



It started as a groaning noise from somewhere in front of the engine — obviously a bearing, but which one? Then water started coming out from behind the water pump pulley — by now the noise was quite pronounced — so a new water pump was in order. The bearing had become so worn that you could easily move the pulley backwards and forwards by about quarter of an inch. (right)

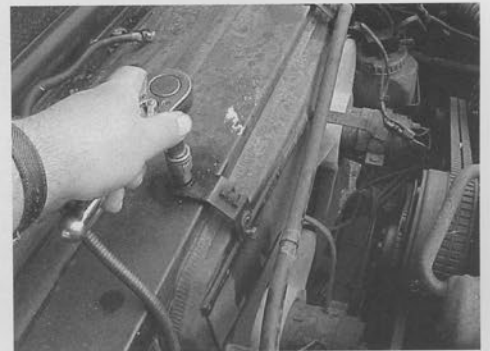


Before you start, this is a good opportunity to flush out the cooling system. Use a proprietary cleaner (left) and follow the instructions. Remember to switch the heater on (on a MK II & II turn the temp control to HOT and switch the booster fan on). Very important: Disconnect the battery. A lot of Interceptors have cut-off switches fitted, but if not make sure you disconnect the earth (-) first.



Now drain the coolant. Easiest on a Mk III is at the bottom hose (left).

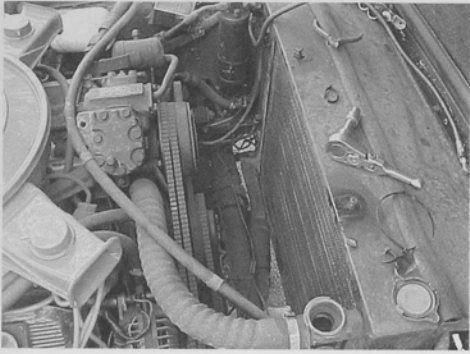
The Mk III has a crowded engine bay and to gain access to the water pump we will remove the electric cooling fan assembly. First undo the clips (7/16" spanner) that secure the power steering hose (right). Move the hose over towards the engine. Then undo two top brackets that secure the fan shroud, plus one bracket underneath.



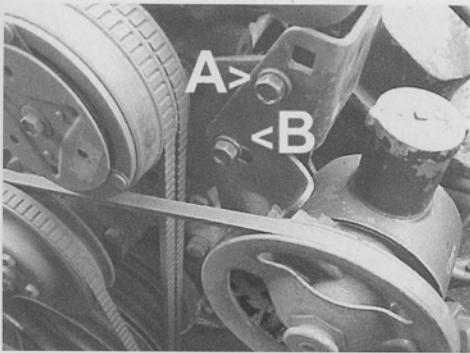
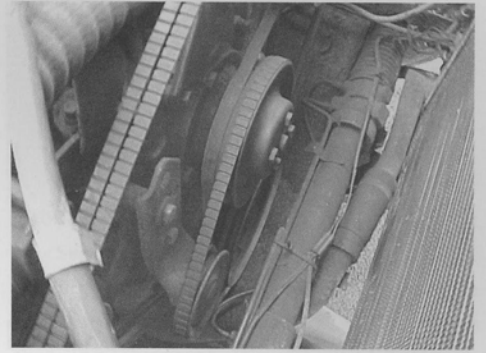
Undo the electrical connections to the fans (left). Make sure you note which the way they were connected — if you get this wrong, one (or both) the fans may be blowing air forward rather than sucking it backwards through the radiator.

Then remove the fans and shroud as one assembly. Take care not to damage the fan blades or radiator matrix and keep the power steering hose out of the way (right).



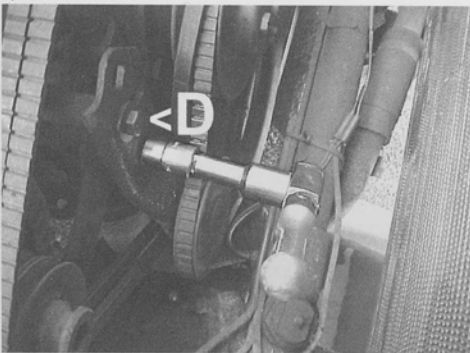
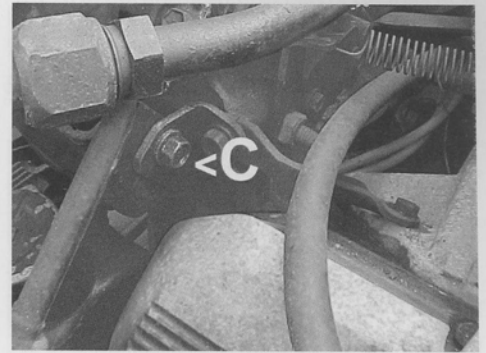


Now you have a bit more access! (left) However you have an unprotected radiator matrix, so take care. We have two belts to remove, and thus we need to loosen various adjusting bolts and set screws. It is a good idea to soak all these bolts (including the water pump securing set screws) with penetrating oil the night before you start (or even over quite a few nights — these bolts can be tight!).



Loosen the power steering pump mounting bolts which will enable you to remove the PAS belt (left). The forward pivot bolt (A), the adjustment bolt (B) and the rear pivot bolt (C) (right), just need to be loosened, not removed (use a 9/16" spanner or socket).

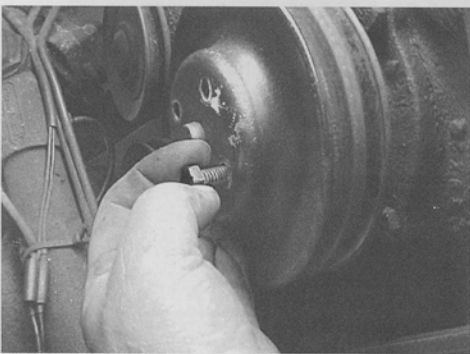
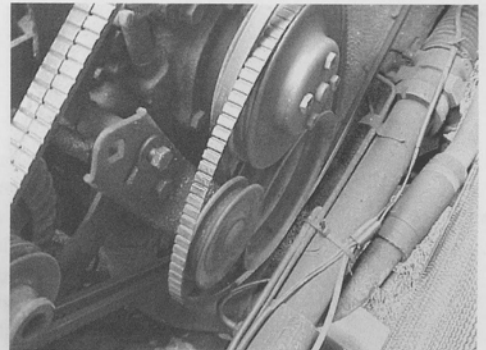
Then push the pump inward, letting the belt come over the pulley.



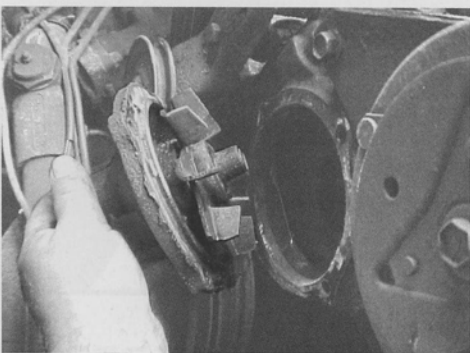
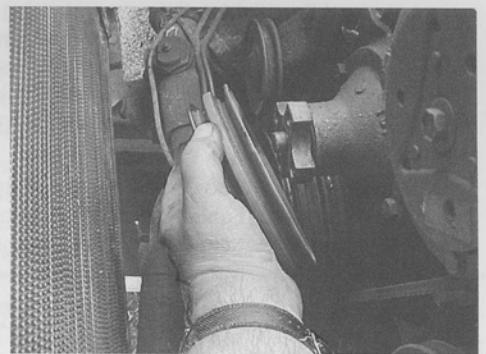
Now loosen off the water pump tensioner pulley (left). Again there is a pivot bolt and an adjustment bolt (D), and they just need loosened, not removed.

Push the tensioner pulley inwards (right), enough to remove the belt.

Now remove the water pump belt and then the PAS belt. Inspect the belts and buy new ones if there are any cracks / chafing, etc.



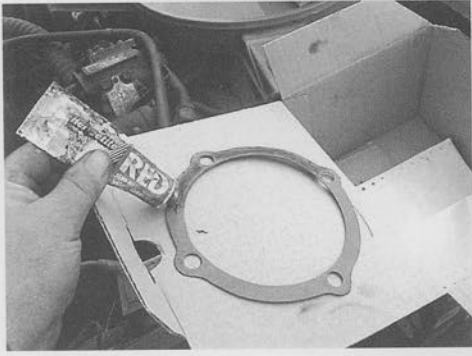
Using a 1/2" spanner or socket, undo and remove the 4 water pump pulley securing set screws (left). As this pulley will be spinning easily, you may have to use a large screwdriver or similar lever to hold the pulley still (wedge the lever between the central spindle and one of the screw heads). Then remove the pulley (it may be tight over the central spindle — just move it back and forth a few times). (right)



You now have access to the main water pump securing set screws — use a 9/16" socket to undo these. The pump will be gently seized in its housing, so tap carefully with a soft-faced hammer to loosen it. Then it can simply be lifted out (left).

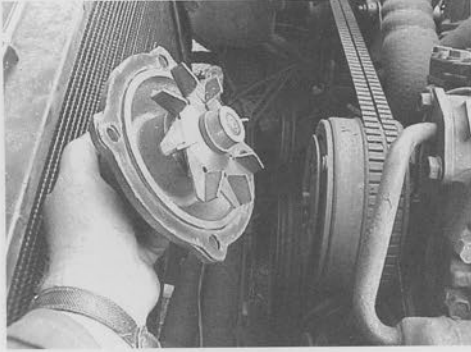
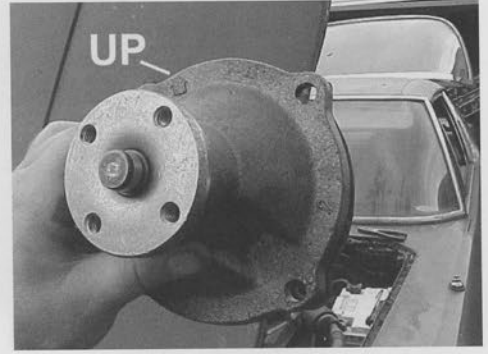
We're on the way back now! Carefully clean the face of the pump housing (where the new gasket has to fit against). Really clean with no traces of old gasket (right).





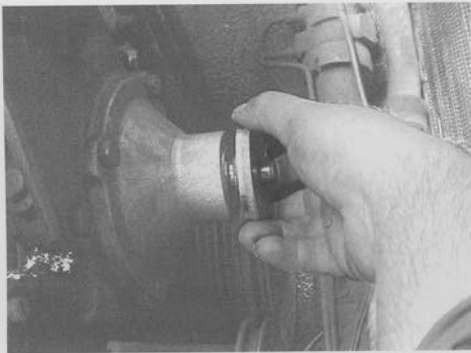
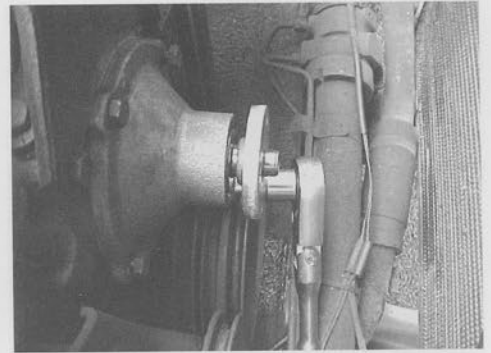
Apply a proprietary gasket sealer (*left*), to both sides of the new gasket (the gasket will be supplied with your new water pump).

You should find an arrow or similar marking on your new pump which will show how the pump should be mounted to the pump housing. The arrow should be pointing UP (*right*).



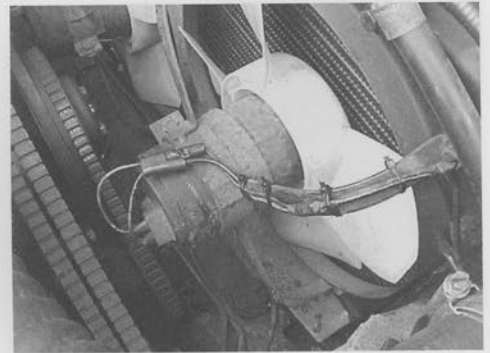
Then fit the gasket onto the new pump taking care to line up the mounting bolt holes correctly. Fit the new pump to the pump housing and line up the holes (*left*). This can be an awkward job trying to fit the first of the securing set screws as the pump will try to fall out. Fit a top set screw first.

Then fit the remaining three set screws and tighten them up diagonally (*right*).



When pump is tight, rotate the spindle a few times by hand (*left*), to check for free and smooth rotation. Obviously, if the pump *does not* rotate freely and smoothly, you will have to remove it again to investigate.

Now fit the pump fan pulley, again tightening up the set screws diagonally. Again check the rotation, this time looking for signs that the pulley is warped or bent.



Refit the belts (new ones if the old ones appeared worn) and then tighten the power steering pump to tension the PAS belt. This is a long belt and simply pulling the pump out while tightening the adjustment will not allow enough tension on the belt. You may need to use a lever between the pump body and the pump mounting bracket to get enough tension (1/2" deflection on the longest throw of the belt), but be careful not to damage the pump body.

Similarly, tighten the water pump pulley tensioner, making sure that the belt is correctly tensioned. Now refit the

fan shroud assembly ensuring that it is a snug fit against the radiator core. Be careful when fitting that you don't damage the fins of the radiator core. After you've reconnected the wiring to the fans (*above*), check that the wiring will not get in the way of both the belts and the fan blades. (Secure with cable ties.)

Now fill with fresh coolant (antifreeze and water mix) — this takes time on an Interceptor, so be patient, and keep checking the coolant level over the next few days. Now check for leaks. If there aren't any, then job done!

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Jensen 541:

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Jensen C-V8:

Dave Mullin (01565) 733196

Jensen Interceptor:

Alan Smith (01380) 726876

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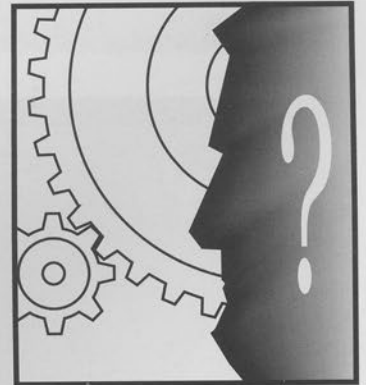
Torqueflite Auto-Transmissions:

Pete Sims (0181) 5514635

The following members have volunteered to try and solve any problems that you may have with your Jensen.

Do take advantage of this service but remember to call at a reasonable time of day.

You can of course, write to them if the problem is not urgent.



Wessex Area Expansion

At the recent 'Open Forum' at Gaydon, disquiet was shown by some members as to the running and activities of their area. As 'Area Organisers', and as such, are obligated to satisfy the needs or wishes of all members in our geographic area, it has prompted Marianne and Jean to look at the Wessex Area.

It has been decided, in addition to our very successful first Sunday of the month lunchtime meets, to have a midweek evening 'pub meet'. This meeting or get together, we hope, will attract owners and enthusiasts who find the Sunday meetings inconvenient or not to their liking, of course some people will attend both.

The meetings will be held at *The Talbot* pub, Keynsham, on the third Wednesday of the month starting at 7.30pm on the 17th May, we shall maintain this time and location for a period until stability and experience has been gained. The Talbot Inn is just off the high street on the Bath Road.

Everybody will be made very welcome. Hope to see you there.

Alan Smith (01380) 726876

New Scottish Area!

The Scottish Area will meet on the second Wednesday of the month at the **Gathering Bar**, next to the Norten House Hotel, Edinburgh, *writes David Watt*.

The meeting will be a relaxed and informal gathering and will start at approximately 8.00 pm. The Gathering Bar is located opposite the Highland Show Ground at Ingliston on the west side of Edinburgh.

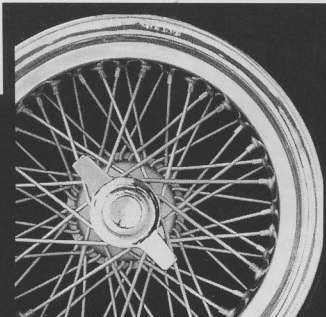
David Watt can be contacted on **(0131) 333 1980** and is looking forward to hearing from other Scottish Jensen enthusiasts at these new Scottish Area meetings.

JENSEN 2000 NATIONAL (USA)

The Jensen 2000 National will be held August 31 - September 3, 2000, in Hiawassee, Georgia. The property where the event will be held is the Lake Chatuge Lodge, located in the mountains that ring Hiawassee. Hiawassee is located on UD 76 in the northernmost part of Georgia near the North Carolina border, approximately three hours driving time from Chatanooga or Atlanta.

Arrangements have been made to hold a block of 50 rooms (includes 10 smoking rooms) until August 1. Contact General Chairman **Aaron Gross** for reservation instructions: **(USA) 404-874-0016**
aaron-jo@mindspring.com

Tentative plans are in the works for a tour of the Panoz factory. Nearby is the Alpine city of Helen and several well known golf and water sports attractions. There is a plethora of nearby food establishments. Sounds like a not to be missed event!



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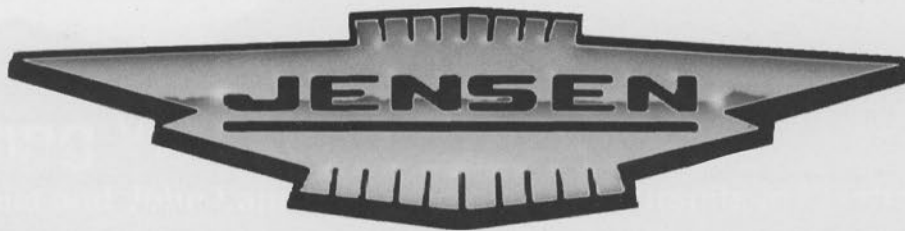
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OWNERS' CLUB

REGALIA

To celebrate the millennium we have standardised our JOC logos and are gradually replacing all regalia with the winged logo as seen above. Here is the new comprehensive list of all regalia in stock or to order. The clothing is to a very high standard and most attractive. We also have a JOC ladies leather handbag and gentleman's wallet. I usually stock a large range of polishes and cleaning goods at very competitive prices, including the Auto-Glym range, (not for mail order), see me, Jean, for details. All regalia except fluids can be sent mail order with either a cheque made out to 'The Jensen Owners Club' or a credit card number and details. Email orders can be sent to: regalia@joc.org.uk

Clothing: Fleece (reversible)	various colours, all sizes	£39.95 + £3.00 p&p
Long sleeve polos	various colours, all sizes	£29.95 + £3.00 p&p
Short sleeve polos	various colours all sizes	£24.95 + £3.00 p&p
Base ball caps	black with suede peak	£9.95 + £1.00 p&p
Beanies	various colours	£5.95 + £1.00 p&p
Other Items: Books:	Jensen & Jensen-Healey by Keith Anderson	£10.99 + £2.00 p&p
	The Chassis Data Book by Richard Calver	£25.00 + p&p (phone)
	Back copies of magazines:	£1.00 + £0.20 p&p

I stock a limited number of other Jensen related publications, please ask for details.

Models: I usually have, or can get, models of FFs, Interceptors and 541s. These are not new but can be renovated, please ring for details.

We are hoping to have a new, limited edition, Jensen-Healey model in 2000 and I am making a list of prospective buyers.

	Umbrellas	£18.95 + £3.00 p&p
	Deckchairs	£24.95 + £6.00 p&p
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Watches	Gents	£24.95 + £1.00 p&p
Mugs	White China	£5.00 + £1.50 p&p
Mugs	Black Pottery	£3.50 + £1.50 p&p
Key Rings	JOC or Jensen-Healey	£3.50 + £1.00 p&p
Radiator Badge		£30.00 + £1.50 p&p
Lapel Badges	Car or JOC	£3.50 + 0.50p&p
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Wallets		£10.00 + £0.50 p&p

Please send orders to me at:

email: regalia@joc.org.uk

Jean Smith, Regalia Secretary
Flight's Rest, Bath Rd, Devizes, Wilts. SN10 1PQ.
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INTERCEPTOR MK2/3	R	£168.00
HEALEY SPORTS	F	£ 38.00

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541 EARLY TYPE	R	£ 62.00
541R/S/CV8	F	£ 58.00
541R/S/CV8	R	£ 58.00
INTERCEPTOR MK1	F	£ 58.00
INTERCEPTOR MK1	R	£ 58.00

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Prices shown for axle set of seals.

ALL DUNLOP	F	£ 24.00
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INTERCEPTOR MK2/3	F	£ 16.00
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HEALEY SPORTS	F	£ 6.00

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Prices shown per single piston.

INTERCEPTOR MK2/3 sml	F	£ 10.00
INTERCEPTOR MK2/3 lge	F	£ 10.00
INTERCEPTOR MK2/3 sml	R	£ 16.00
INTERCEPTOR MK2/3 lge	R	£ 16.00
HEALEY SPORTS	F	£ 8.00

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541/CV8 LOCKHEED REMOTE		£185.00
INTERCEPTOR GIRLING DIRECT		£165.00
SEAL KIT LOCKHEED SERVO		£ 14.00
AIR FILTER KIT GIRLING SERVO		£ 10.00
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541R/S/CV8	R	£ 14.00
541R/S/CV8	H	£ 14.00
INTERCEPTOR MK1	F	£ 14.00
INTERCEPTOR MK1	R	£ 14.00
INTERCEPTOR MK2/3	F	£ 15.00
INTERCEPTOR MK2/3	R	£ 15.00
INTERCEPTOR MK2/3	H	£ 28.50
HEALEY SPORTS	F	£ 10.00

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Dunlop cylinder tandem as fitted to CV8 & INTERCEPTOR to 68 reconditioned with Stainless steel sleeve £155.00

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Girling replacement cylinder to replace the original Dunlop tandem cylinder £150.00
INTERCEPTOR MK1/2 Girling 7/8" £150.00
INTERCEPTOR MK3 Girling 1" £150.00
INTERCEPTOR MK3 FAG £ 85.00
HEALEY SPORTS Girling Original £150.00

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541/CV8 TO 65 DUNLOP SINGLE	£ 22.00
CV8/INTERCEPTOR MK1 TO 68	£ 28.00
INTERCEPTOR MK2 GIRLING 7/8"	£ 18.00
INTERCEPTOR MK3 GIRLING 1"	£ 28.00
INTERCEPTOR MK3 FAG	£ 40.00
HEALEY SPORTS	£ 18.00

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West Coast USA — San Diego Area



We managed to bring four Interceptors out of hiding for a little meeting of the local Jensenistas. They were: Crowne's silver '71, Adams' white '74, Bridges' green '74 and Max Bennet's maroon '72.

By chance we were joined by Fred and Eileen Scheele, Interceptor owners from Hawaii who were in San Diego on holiday! The photo shows the group at lunch in the Penny Lane: from left, Georgia Crowne, Eileen Scheele, Fred Scheele, Marg Adams, Bob Adams, Leonora Bridges, Bruce Bridges (almost obscured) Max Bennett and Dave Crowne.

Supposedly we were discussing plans for next year's Jensen Nationals to be hosted (mainly) by this group here in San Diego. In practice, the time was mostly taken up by car chat and beer.

The Jensen flame is burning brightly in Southern California.

Bob Adams

bob@netcomputing.com

New South Birmingham Area?

As some of the Birmingham, Warwickshire and Worcestershire domiciled members have discussed the possibility of a more central meeting point for a regular club meeting, I will be prepared to meet JOC members on a trial basis to commence with, at the following venue:

The Moat House Inn, Kings Coughton, near Alcester, Warks.

The pub / restaurant is on the main A435 Studley to Evesham road about one mile north of Alcester (on the left-hand side southbound).

The meeting date is the **first Thursday of the month** at approximately 7.00 pm. The pub also hosts other classic car clubs and VSCC members on these days so there is always a nice mix of old cars present. There is a large car park at the rear for our cars. The restaurant serves good food and is located about half an hour's drive from central Birmingham, the same from Worcester, whilst Stratford-upon-Avon and Evesham and within a mere 15 minutes' drive by Jensen — but don't try to prove it with a speeding ticket, eh? Vintage cars from as far afield as Oxford, Cheltenham, Coventry and Rugby are also in regular attendance.

I state categorically that this is not a hi-jack attempt at anything that Ron and Thelma are doing at present — more an attempt to complement activities. It is merely an informal expression at getting Jensens to run and be shown at casual evening events with other like-minded enthusiasts that attend this venue. Look forward to seeing you there and please contact me if you need further details:

George Zdanko

days: (01789) 766766, eves: (01527) 403955

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area news

Jensen Car Club of Switzerland are holding their International meeting on the weekend of **September 8-10**.

It is being held in the picturesque Appenzell area of Switzerland at the 3-star Hotel Chaseren, 9105 Wald Schonen-grund. A full programme has been laid out with something to interest all the family, including the gala dinner-dance on the Saturday evening.

The closing date for booking is June 30 and further details and booking forms can be had from:

Peter R. Aeschlimann
PO Box 37
CH-9428 Walzenhausen
Switzerland
Tel: +41 71 888 44 63
fax: +41 71 888 41 92

Silverstone/Retrorun
July 21/23

Would everyone intending to enter or attend the above event please let me know a.s.a.p. If you need an entry form etc I do hold a

small supply. We are hoping to get a decent site this year and will let entrants know as soon as possible where the club stand will be located.

Hampshire people

Where are you?

The Thames Valley area will be organising a stand at the Basingstoke show on 18th June. Please let me know if you will be there or if you require details, etc.

Technical Problems

The **Open Forum** showed that there was a keen interest in dealing with technical problems.

Dave Barnett from the Essex area has suggested a technical problem solving section in the magazine on a regular basis. If a member has a problem Dave will try to provide a step by step answer guide. Please direct your problems via me.

Bill Smith
Area Co-ordinator
Fax/Phone 01844 352349

area contacts...

The following JOC "Area Meetings" are run by enthusiasts for fellow enthusiasts! Please support your local area — it couldn't be easier!

- 1) **South Bucks/Oxon**
Meet on the third Tuesday of the month, 8.30 pm. Contact **Albert Koo**: (01494) 716812.
 - 2) **West Midlands/Staffs**
Second Sunday every two months. Contact **Ron Smith** for details of next meeting: (01283) 760535.
 - 3) **London**
Contact **Calvin Holder**: (0181) 771-6846 for details.
 - 4) **North-West**
Contact **Harry Hilton**: (01706) 655946 for details.
 - 5) **Kent**
Contact **Richard Heading** for details of meetings: (01303) 813149
 - 6) **Cheshire Area**
Second Saturday of the month at 8.30 pm. Contact **Adrian Howells**: (01270) 587778 for details.
 - 7) **West Norfolk/Camb**s
Contact **Simon Watson** for details of next meeting: (01760) 755192 or fax: (01760) 755706.
 - 8) **Thames Valley**
First Thursday of the month. Contact **Brian and Joan Raper** for details of next meeting. Tel. (01189) 416813
 - 9) **East Anglia**
Members in East Anglia can contact **Basil** or **Ann Westley** for details of the next meeting: (01603) 279289
 - 10) **Essex**
The Maypole, Chigwell, Essex, on the 1st Monday. Contact **Dave Barnett** (01708) 456439 or **Keith Davidson** (01708) 751982.
 - 11) **Scottish Area**
Contact **Dave Watt**: 0131 3331980
 - 12) **Surrey**
Not currently active — any offers?
 - 13) **Sussex**
The White Horse, Park Lane, Maplehurst, first Monday of the month. Contact **Simon Johnson**: (01403) 891208.
 - 14) **Cumbria**
Contact **Jan** or **Bob Nelson**: (015395) Tel: 32236 Fax: 35644
 - 15) **Wessex Centre**
Contact **Marianne Mitchell**: (0117) 9784405 or **Jean Smith**: (01380) 726876 for details of next meeting.
 - 16) **Devon & Cornwall**
Contact **Ken Beauchamp** (01803) 313786 for details of next meeting.
 - 17) **Yorkshire**
Contact: **Keith Andrews** for details (01625) 525699
- Maple-Leaf Area:**
David Rodger
Ontario 905-884-9156, or
Robert Atkins,
Ontario 905-335-3926
- Southern California Area:**
Robert W Adams
13139 Silver Saddle Lane
Poway CA 92064
tel: 858-487-6371
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BODY PAINTWORK COLOUR
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SPECIAL FEATURES

This valuable information will establish the originality of a vehicle to help during a restoration, buying or selling a vehicle or just general interest to some owners.

The RECORDS of almost every INTERCEPTER and JENSEN HEALEY are at hand with the exception of those shipped to BMCD.

The Certificate will cost **TEN POUNDS** plus Post/Packing and V.A.T. Some vehicles have their service and repair records available as well and copies of these can also be obtained at **ONE POUND** plus V.A.T. per copy with a maximum charge of **TEN POUNDS** plus V.A.T. for those with numerous details.

The certificates are numbered and we shall keep a log as issued.

Anyone wishing to take up this service should contact.

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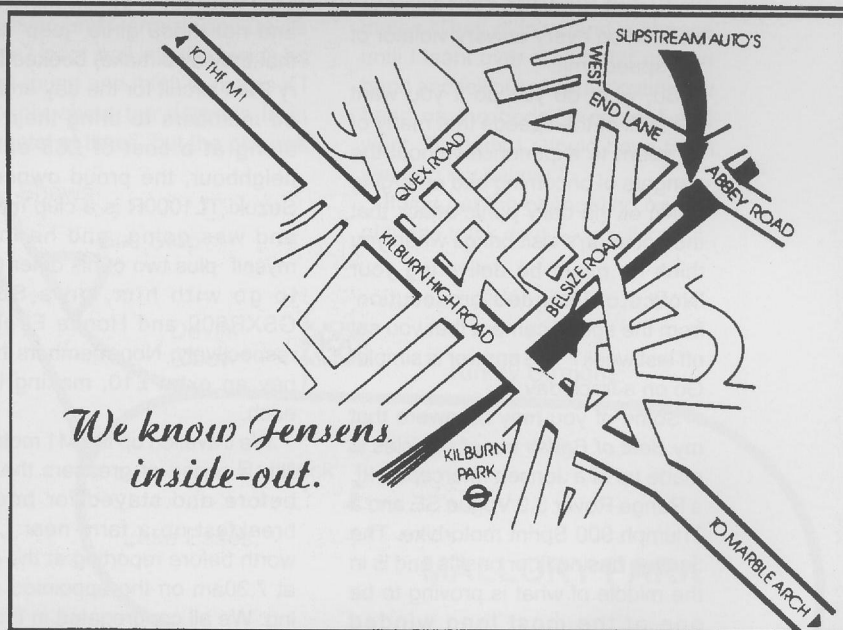
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Mallory Park Track Day — report by Ian Breacher

I imagine we all like to go a bit faster than we are supposed to sometimes; I certainly do. Those occasions when the weather is fine and dry, the roads are clear and there seems to be nothing stopping us from dropping it down a couple of cogs and giving it some gas. Sadly though, reality dictates that around every sweeping 90mph bend there lurks a hazard waiting to jump out and spoil our day, or even ruin our life and that of someone else. In addition to wandering pedestrians, slow moving Austin Metros, and fresh mud deposited by even slower moving tractors there are likely to be speed cameras and rozzers in unmarked BMW 328s just waiting to pounce on every unwary violator of the speed limit.

So, what do you do if you want the thrill of the speeds that many of us yearn to experience without the dangers of oncoming and emerging traffic or the daily panic attack that the postman's visit brings when you think he might be delivering your 'Notice of intended prosecution' from the speed camera that you set off last week? The answer is simple. Go on a track day.

Some of you may be aware that my *Best of British* trio of vehicles is made up of a Jensen Interceptor III, a Range Rover 3.9 Vogue SE and a Triumph 900 Sprint motorbike. The Jensen has no floor or sills and is in the middle of what is proving to be one of the most long winded restorations ever seen, and so is not currently what you would call high performance equipment (though the potential is still there). The Range Rover, whilst absolutely

brilliant, and so much better than every other 4X4 and many other quality saloons, never was and never will be race track machinery. This leaves the Triumph which is not the sportiest or fastest of bikes, but possesses a level of performance and handling that never fails to put a huge grin on my face. So, by a process of elimination it was the Triumph that was chosen to accompany me to Mallory Park race circuit in Leicestershire on 28th March 2000 to be given a damned good thrashing.

The use of the race track is available to anyone with enough money to pay for it. The Suzuki Owners' Club (that being Suzuki motorbikes, and not those girlie "jeep" things that they also make) booked Mallory Park circuit for the day and invited members to bring their bikes along at a cost of £65 each. A neighbour, the proud owner of a Suzuki TL1000R is a club member and was going, and he invited myself plus two of his other mates to go with him, on a Suzuki GSXR600 and Honda Fireblade respectively. Non members had to pay an extra £10, making it £75 each.

We travelled up the M1 motorway like a posse of greasers the night before and stayed for bed and breakfast on a farm near Lutterworth before reporting at the circuit at 7.30am on the appointed morning. We all congregated in the canteen building and were briefed by the organiser, a huge bloke from the Suzuki Owner' Club who was about 6'6" tall with a bald head and a goatee beard and who looked like an

ex-US marine turned mercenary. We elected which group we wanted to go in (slow, medium or fast) and signed a disclaimer to say we wouldn't sue the circuit or the Owners' Club if we pranged and broke off bits of ourselves or our bikes. It was important to be in the right group because of the obvious potential danger of slow riders being buzzed by the fast boys who really know what they are doing.

Myself and my friends, having no inflated illusions about our abilities, all elected to go in the slow group. Advice was given to us on track safety, what the different coloured flags meant that were used to warn us of danger on the track, and what to do when we had to slow down and leave the track. We were also told about the best lines to take on each bend, and where to brake, where to put the power on and where to start praying to your God if it all went wrong.

We had to put sticky tape on our headlights, indicators and mirrors so that if they were broken they would stay intact and not spill glass fragments all over the track. Then we were off to the pits area with our bikes, engines warmed up and ready for action

As is usually the case, after the glorious mild spring weather we had enjoyed for the previous two weeks the powers-that-be decided to make the weather wet, cold and miserable for the day we were there, and this dampened the track as it did our spirits. I was particularly aggrieved about it because it was to be my first chance to show

off my lovely two piece Triumph leathers that Father Christmas had very kindly brought me, and I had to hide the top half under a fleece jacket to stop wind-chill enhanced hypothermia setting in.

When it was our turn to go we

I managed a top speed of about 130 on Kirkby Straight. The big boys were pulling much more; my friends on the Fireblade and the TL1000R both easily saw 140mph.

were led on to the circuit by an instructor on a big Suzuki owned by the racing school that is based at the track. The rider led us on five steady laps of the track to show us the best lines to take, and to give our tyres chance to warm up for maximum grip. After the five laps he pulled off and we were on our own.

What a blast! From the start line by the pits exit you are in to Gerrards, a long right hand bend which is apparently the longest in Britain. This bend seemed to go on and on for ever. You entered wide on the left sweeping across to the right on the apex of the bend before easing in the power as the bend opens out allowing the bike to drift out and left as you enter Stebbe Straight, where you can really give it all you have. Stebbe Straight is not that long but is good for some impressive speeds before lining up with the left kerb and bearing right at the last minute to go into Lake Esses, flicking across towards the right kerb as you go through the reverse 'S' shape accelerating hard into the last straight bit before Shaw's Hairpin. Brake hard for this, bringing the speed down to something reasonable and taking the bike over to the left kerb.

About here you get everyone bunched up together as they all jostle for position around the hair pin and the best speed you will manage around it is about 30mph, cutting across the apex in second gear before blasting off as the crowd thins out towards the Bus Stop Chicane (an artificial little blip in the track to keep speeds down for the next bend), staying in second around the Bus Stop before tearing out of it and taking an inside line around Devils Elbow, piling on the power as you go.

The camber of the track pulls you across to the centre line as you go around and on to Kirkby Straight, hard on the power, red line, into 3rd gear, red line, 4th, red line, 5th gear, and easily pulling 130mph past the start/finish line but not enough time to take sixth gear before braking as heavily as you can without falling off and bringing it over to the left and lining up for Gerrard again.

It was particularly satisfying for me on the Kirkby Straight as I was able to surge past quite a few bikes along that bit. As mine was the only Triumph there, and being as it was made in Hinckley, just a few miles

away from the circuit I felt I was playing to a home crowd and it was a matter of pride that I was able to put on what I thought was a good show for them.

On and on it went, relentlessly round and round, getting faster on the bends as confidence built and the track eventually dried out. Even in the wet it wasn't that bad, mainly because you can be sure that even though the track is wet there is no loose gravel or diesel spillage on it to catch out the unwary.

There were four sessions for each group through the day, and when you weren't riding the track you could stand in the pits and watch the riders in the medium and fast groups strutting their stuff. The atmosphere was thick with the sound of thousands of multi-valved high compression horsepower, from the thunderous roar of the big Suzuki 1000 twins to the ying-ying of a Suzuki RS250 with a two stroke engine which left a cancerous cloud of blue smoke where ever it went as the engine was whipped into a frenzy of zillions of rpms. I easily managed to blow away the 2 stroke Suzuki along Kirkby Straight even though he usually passed me again on the bendy bits. He was obviously a lot braver than me.

It stopped raining around dinner time and the afternoon sessions were even better as the track dried completely and we were able to push the bikes to even higher speeds around Gerrards and Devils Elbow. I leant well into the bends as I went round and it felt to me as if I was only about ten degrees from horizontal at times, but the pictures

will show that I wasn't that far from the vertical. The true racers were literally climbing out of the seat and lowering their bottom and knee right down to just above the track surface, bringing down the centre of gravity and allowing them to get the bike right over, the centrifugal force thus generated pushing the weight of the bike across and onto the tread of the tyre.

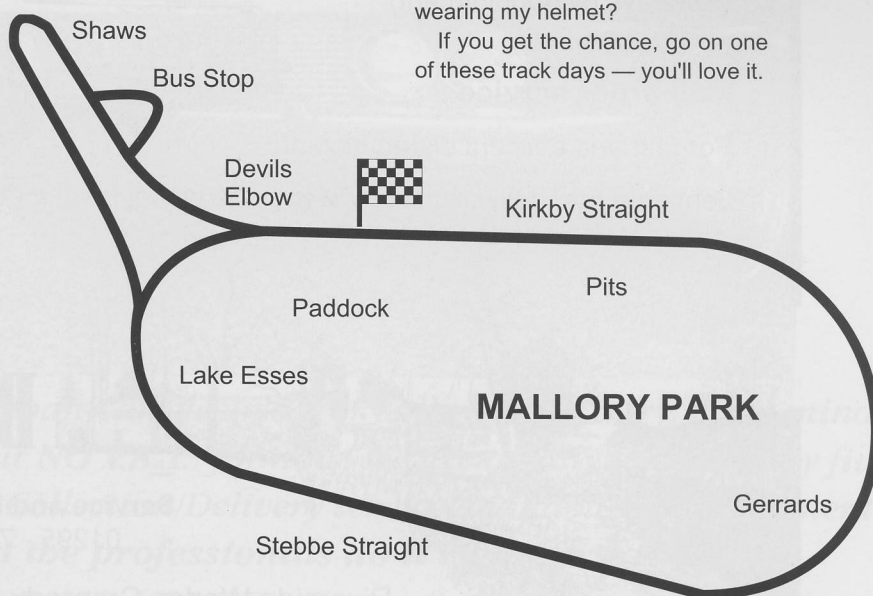
After the last session I looked at my rear tyre and it was ripped to hell as the sideways forces had pushed layers of hot rubber ever outwards to form a ragged edge to it. The surface of the tyre was as hot and sticky as molten toffee. Awesome.

The track is about a mile and a quarter per lap and we were doing it in about 75 seconds. Bearing in mind the slow speed involved in Shaw's hairpin and the Bus Stop Chicane the resultant average speed of about 60mph is quite high. I managed a top speed of about 130 on Kirkby Straight. The big boys were pulling much more; my friends on the Fireblade and the TL1000R both easily saw 140mph.

Back at home that night I dreamt I was still going around the circuit. The sounds and sensations were as genuine as they had been whilst doing it for real but the speeds I attained were even higher, my cornering abilities even greater as I tore past everyone on the straights, the bends and the chicane.

I thrashed the hell out of my mates. They didn't stand a chance until I leant over a bit to far on one bend and fell out of bed, clouting my head on the bedside cabinet as I went. Perhaps I should have been wearing my helmet?

If you get the chance, go on one of these track days — you'll love it.



JENSEN

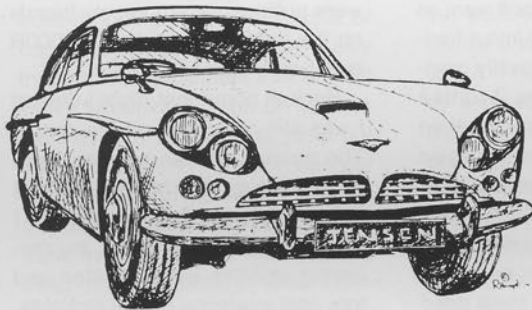
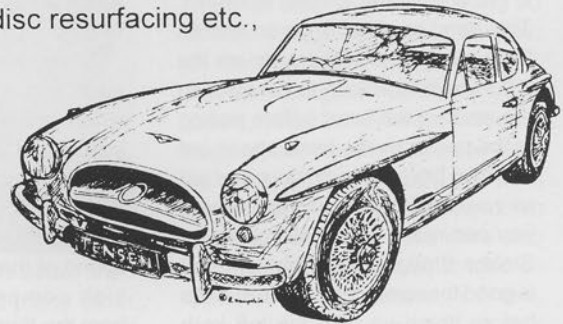
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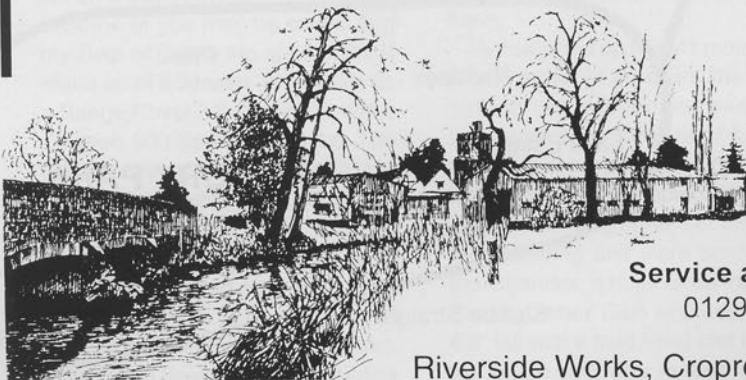
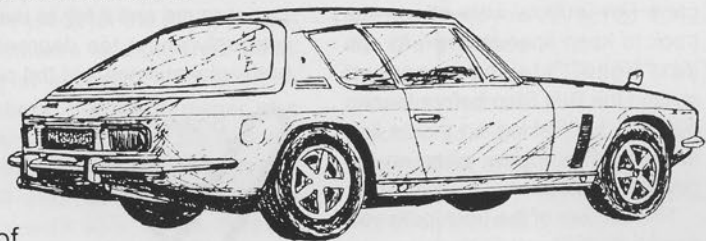
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Cally's 541!



In the blazing heat of Summer 1976, I was standing in the market place in Saint Albans, Herts, with flat mate and budding car guru Julian Balme. He was busy converting my knowledge of the Corgi toy onto the harder stuff: the chance that, within mere years we could both be old enough, and perhaps, rich enough, to own the real thing, a 'classic' car of real worth.

I'd had a hint of this as we had plodded down to Bournemouth for a weekend in my Reliant Supervan 3; I could tell that Julian would have much rather travelled in our mate's Daimler, an oil drinking gas guzzling metallic blue ship of awesome wench-luring capabilities. Back in the market I grabbed his arm as a huge pink whale drifted past. 'What on Earth's THAT, then?'

'Oh that!' he snorted, 'It's a Jensen.' 'What, the car with the big window?' 'Yeah' he confirmed, 'Only that's a C-V8.'

The moment was etched into my mind. A Jensen, to me, was the

metal monster that Mr Telco, MD of *Telco Screws* owned, a symbol of wealth, power, and probably something missing in the trouser department.

He had a dark blue beast and all I remembered was that big rear window. The Interceptor came to represent a very typical kind of owner in our wealthy suburban streets. Not the car of a hairdresser (sorry Scimitar lovers) or the Secret Agent, that was reserved for the Aston. No, a Jensen was the property of those not quite young anymore, black polo-necked Milk Tray men, ready for any secret assignment, but never chosen. He smoked the new sleek John Player Special, listened to Paul and Barry Ryan, and spent all day on the 19th hole or in our local hotel lounge bar (never a pub).

The Jensen marque had come to represent a phenomena curious to the English: the inability to leave anything alone, coupled with the need to 'improve' any car, or to create a 'special'.

However, with its metal body, and large production, the Interceptor had become a 'proper' car, and the styling had been toned down to suit a more conservative mass market.

So there I was, in Saint Albans, no longer a broke and too-young luster of cars, staring at the most oddball, unique car I had ever seen. It is said that one either loves or loathes the shape of a C-V8, it was tantalising to not know which way I fell. All I remember is one of the most vulgar unfinished rear-ends bolted onto one of the most beautiful and aggressive faces I'd seen on a car.

I had to have one.

Ten years later I was ready to buy a Jensen. I really wanted a 541 by then, but there weren't any on offer that week. Of course I could persuade myself that the C-V8 on offer for a staggeringly high £6,000 was just as good, and I promptly charged up to Southport in order to snare the beast.

Two years of glorious motoring



followed, with an employer picking up the petrol bills, I used the car every day, and the first taste of gentle rallies followed. The car confirmed my theories of the English ability to cobble together great machines on any proverbial shoe-strings.

My other interests centred around *The Special*, whether it was a pre-war racing hybrid, an engine hurled onto a chassis, fettled to unimaginable performances, or the post-war economy car that forced a Ford Pop or Austin 7 to live way past their crush-by date. These post war specials were necessary due to the lack and costs of new cars, but also the advent of cheap light (that is, plastic) bodies. Glassfibre allowed many to turn out 'cars' of apparent worth, many of them being horren-

dous ill thought or hurried oversized plastic skips that would look proud at Tupperware parties that were all the rage. (Ye Gods! a party over Tupperware! — were these followed by Clingfilm Parties or Filofax Felicitations?)

Somehow the Jensen managed to avoid this. Even though I felt that the C-V8's styling was only partially 'finished', the 541 seemed to have represented real talent in the design and ingenuity in the engineering.

Jensen had mercifully aligned themselves with power plants of real worth. The Chrysler unit was as exciting, if less as spirited a choice than the big Austin boiler. The gradual toning down of the shape of the C-V8 seemed to admit to the knowledge that easing off on the 'outra-

geous' or 'singular' buttons could welcome sales to equal that at Bristol or even Alvis.

My introduction to the superiority of the big 6 Austin truck engine came with the sale of our C-V8 for a silly profit that got swallowed up in buying a 541 that has become a fifth member of the family.

Seeing grown men in silly hats polishing their cars in fields and bragging about horse power whilst the 'ladies' were ushered off to some demeaning shopping centre put me off attending Jensen outings.

The very word 'concourse' put shivers down my spine, I couldn't understand the need to put such a driveable vehicle through the indignity of a pickled polished state of inactivity with several judges pok-

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So that's who it was!



Now Mr Springhall signs — as Charlie Drake

A CHANCE glance through a star's biography has solved a 12-year mystery.

Ken and Yvonne Burch proud owners of a gleaming 1957 Jensen, were baffled when they tried to discover the identity of the previous owner.

"Then a friend of mine borrowed Charlie Drake's

autobiography from the library and showed me one of the pictures because he recognised our car from the licence plate," said Ken.

That shot of the actor and comedian led to a leaf through the Jensen's log book, where in fact Charlie had signed under his real name, Charles Edward Springhall.

Charlie, starring as Lion in *The Wizard of Oz* at Horsham, autographed the log book and had another look at his old motor, at the Burch family's home in Balcombe Road, Horley.

"We got him to sign that log book as Charlie Drake this time!" said a proud Ken.

Come 1988, the Burches reunited Charlie Drake with his car, the local paper covered the occasion but not Charlie's demands for 'something stronger' when offered a cup of tea by Yvonne . . .

ing the most intimate nethers in a quest for 'originality'. The ghastly '70s add-ons to our old C-V8 were, to me, as about as 'original' as you could get, real period 'improvements' that only come after a car is unleashed from the sterile, unreal showroom and the hapless owner decides to 'personalise' his steed.

However, our family did attend a few East Anglian bashes which were refreshingly informal, friendly and very well organised by people seemingly untainted by the hilarious petty backbiting so commonly betrayed in the club magazine then.

It was at the first show that I saw a 541 Deluxe owned by Yvonne and Ken Burch. It was love at first sight, coupled with the guilt of coveting

another man's vehicle and the resultant rejection of our C-V8.

Getting to know Ken and Yvonne was easy, he, a kind and gentle spirit with a knowledge of this car that he had owned for very many years that put my own failing memory to shame. After a time Ken decided that he could no longer hop in and out of the cramped cockpit and, just maybe, could see his way to selling it to us.

SBU 929 started out as an ivory UVU 1. We have no record of that first owner (Ulysses Victor Underwood no doubt) but he retained his plate and sold it on to one Charles Springall, **Charlie Drake** to you my darlings.

For our younger readers, Drake

was a successful English vaudevilian, from the Arthur Askey mould, second only to Norman 'unwise' Wisdom, to call him a comedian is unfair, he had long lost his membership to the House Of Fun. The recent *Fast Show* sketches about Tommy Cockles served to illustrate the breadth of such a star, and just how far one catchline could take you in laugh-starved postwar blighty.

Less well known were the subsequent two Surrey based owners who made way for Ken Burch in 1975. Ken did everything to the car to bring it up to a fantastic standard,

well used, beautiful patina and a dignified representation of a car then 19 years old. Towards the end of his ownership the car had been less-used than is desirable and so our first few hundred miles resulted in poorly exercised components being replaced by freshened up old bits full of new life.

This is a polite if overdressed way of saying total engine rebuild. Still, equipped with a new heart, and shod with a new noisy set of cross-plys, our trusty steed has taken us for thousands of miles at great speed, over some tortuous routes with a grace and strength that demonstrates the immense ability of the stump pulling engine that has yet to miss a beat.

In preparation for a trip to the far Eastern countries of Europe this year (the new Germanies, Poland,

The very word: 'concourse' put shivers down my spine! I couldn't understand the need to put such a driveable vehicle through the indignity of a pickled polished state of inactivity with several judges poking the most intimate nethers in a quest for 'originality'.

Slovakian Republics, Hungary and all stops Transylvanian), I wrote down a list of our countries conquered to date.

With her masterfully engineered roads, and the lack of traffic caused by an amazing integrated transport policy that was forced on the citizens 30 years ago, France has welcomed us on seven separate trips and remains the best country for sheer driving delight.

We've struggled with signposts in Germany five times over, and Belgium has been re-invaded on four visits. The glorious Swiss Alpine passes are no challenge, especially the famous Klausen Pass.

Many of the trips have been with the superb RAC EuroRally which has led to a bounty of circuits driven in extreme anger. The car is ill suited to the tight demands of Belgium's Zolder circuit or the oversized go-kart track that is Zandvoort but given an open bowl shaped test track such as CERAM, the Bosch test track or the Michelin oval at Clermont Ferrand then the 120 mark is passed, the engine cools right down and you can take your hands off the wheel to squeals of delight (that was delight wasn't it?) from my indispensable navigator who doubles as 'lady Wife' only occasionally.

We started to collect circuits like bubblegum cards: Brands Hatch, Spa Francorchamps, Monschau, both Nurburgrings (where Adolf solved the regions unemployment problem by press-ganging citizens to build a lengthy race track), Croix En Ternois, Charade, Chimay, Silverstone, Castle Combe, Snetterton, Lommel, Hockenheim (for a dice with a Cobra I won't forget) Montlhery, La Chatre, Bois Guyen, Magny Cours, Mondello, Lydden, Perrone, PontL'Eveque, L'Anneau Du Rhin, Veltheim, Monza, Le Mans, Isoire, Paul Ricard, and the Salzburgring.

By far the favourite is Mas Du Clos, a private Ferrari collector's circuit buried in the Massif Central where we return often to belt



1998 — After being run in to by a friendly French driver who wanted a closer look . . .

around the track all day on this rich man's plaything.

Hill climbs fair much poorer as the demands far outstrip the virtues of the car, however that was only realised after Prescott, Shelsley Wash, Porlock, Longleat, Fell & Thom, Torckheim, Fell, The Gotthard, Klausenpass, Massaic and Presberg hills were topped.

We usually manage to extend our summer by a month as we chase the season across Europe in September, with the windows down and an easy left handed steering habit, I usually return with the right one nicely toasted.

Confronted by many a Eurolander (*'Ab Monsieur, a Jar Sar,*' exclaim the French, I explain that if we say 'See Tran' then they can say Jen Sen), the marque creates great interest.

It was a delight to see a Swiss owned Interceptor last year, but, apart from the might of Derek Tooley's superb C-V8 and a Cumbrian Interceptor, the European raids are fairly Jensenless.

This can't be because they're all being polished in fields, surely!

Various conversations with other owners betray the fact that very many Jensens dash across to battle

with Johnny Foreigner, it would be nice to run into a few more on such rallies as the Euro, great company, great driving and value for money when you calculate smiles-per-miles.

The car is one year younger than me, but set for another 60 years. After 100 years of motoring history it became obvious that certain cars would easily outlast their 'owners' The implied power over the car set by merely 'paying' for the thing becomes impotent as the owner decays into a heap and the car is constantly refreshed to go on to sprint youthfully up hill and dale. We lose our ownership power and thankfully settle at being mere curators.

Sadly Ken Burch passed away last year, I hope we continue the life of 'his' car in a manner he'd be proud of. I'd like to think that one of our two children will be as attached to SBU 929 as we both are and, long after we've moved on, they will continue to get as much enjoyment out of it as we are.

Should we care for our planet as we do old cars, we'd have little to worry about, and maybe a bit more realistic attitude to the responsibilities of car ownership.



Where was your FF on 1st January 2000? The trials and tribulations of FF ownership by Ulric Woodhams

It has been said that everyone will remember what they did on the 1st January 2000. A statement that's probably true. I gave some thought to this and being a man that loves history and the concept of making history, decided that it would be nice to do something special that included my FF.

An idea came to mind, in a veritable wilderness area within Shropshire there was a fine stone built cottage that we had rented a few times, the cottage was situated in the middle of nowhere with nothing but fields and woodlands for companions, the perfect sanctuary. Just a few miles from the cottage was the Mynds, a moderately extensive mountain range of extreme natural beauty. There was also a rather precarious road that took you up onto the Mynds and down again. That would be it, the Jensen FF would be driven to the top of the Mynds on the 1st January 2000.

As tends to be the usual case, I had stripped out the interior of my beloved FF for re-connolesing. The interior had in fact been re-connolesed back in 1995 however it would appear that the formulation went wrong at Connolly Leather (not that they would admit it). In fact the interior was connolesed twice back then as the first time they provided the wrong colour and I ended up with a dreadful scarlet red interior instead of the original burgundy. Complaints to Connolly Leather brought about another refurbishing kit free of charge, (and rightly so!) this was the correct colour, but the incorrect formulation meant that the finished look was far too shiny. Connollys maintained it was nothing to do with their kit, but both myself and my

sprayer knew different.

Time passed and it was in August 1999 that I decided to strip the interior out yet again. A telephone call to Connolly Leather ascertained that the kits were available with a wait of about four weeks.

Forthwith the interior was stripped out shortly after Connolly Leather had taken my credit card details. Trouble was at the end of four weeks there was no kit, in fact at the end of six weeks there was no kit. A telephone call found out that Connolly Leather had problems fulfilling orders since they had just moved from Wimbledon to Ashford and had no staff. Apologies were forthcoming but the kit was not.

Meanwhile back at Epsom, the air conditioning on the FF was also being renovated, the system had not been up and running for nearly twenty years. I remember once, about 15 years ago, the FF went up to Jensen Parts & Service for a re-fit of a troublesome windscreen rubber. I had hoped they would re-commission the system. Unfortunately when they tried to gas the system up, the system leaked which I had expected it to do. Anyway this was enough for the Service Manager to say that the car would have to be left over (with an open cheque) for them to do a serious check and renovation of the system.

I always loved going up to the factory and was happy to pay for various difficult jobs or to buy some needed spares - but crikey, they really did know how to charge for service and restorations. The car went back with me along with a bank account that hadn't been raided too badly.

Then back in 1997 I had a young chap down to re-charge the A/C

System on one of the Mercedes. Whilst he was charging up the system I mentioned about the Jensen FF, he had a look and said he could not see any problem re-commissioning the A/C on it, even better he was prepared to do it as a private job.

It took about a month before he contacted me, he said that he had checked up and another chap at his firm would rebuild the compressor first (which was leaking). It was all agreed, I would take the compressor off and he would drop by and take it back to his firm. Another month or two went by and I was becoming a bit anxious about the compressor. A telephone call to the young air conditioning engineer led to even more distressing news, he had been laid off work and my compressor was still at his old firm. A lot of pressure had to be exerted to get my compressor back including driving over to Sydenham in South East London to retrieve it.

So we find ourselves into September 1999, the interior stripped out ready for connolesing and a new air conditioning engineer with a little spare time to play on the FF. I was pleasantly surprised to find my new man Adrian had come complete with all necessary tools and parts, including a seal kit for the compressor. With the compressor re-installed the entire system was checked through and when we were happy there was no leaks anywhere

he ran up the system with gas — everything looked good, the tedious job of checking every single connection twice had been worthwhile, however the front A/C Fan was not working, this was traced to poor wiring unused for twenty years. Once this was running cold air started to slowly waft out from the dashboard, I almost had working A/C after twenty years of ownership.

Of course, my receiver/dryer unit which was probably still the original from new and to which I had many times removed and polished, looked good but was totally useless. Cleaners were to be left in line over the next month with me running the car up twice weekly with the air con-

Where was your car on 1st January 2000? Mine was parked triumphant-ly at the top of a mountain!

ditioning on. After this a new receiver/dryer unit would be fitted.

Trouble was Adrian then got busy and never had a spare moment to come down and finish up the work, also I was away constantly from mid October to early December. It was to be a 'long' month before the new receiver/dryer unit would be fitted.

Once back I telephoned Connolly Leather again, there was still problems, pressure was exerted once again and in the end the manager in charge of re-connolising said that if I was willing to come down to Ashford he would personally put a kit together for me. And so that's what I did.

Now I had the kit I had to arrange for Chris my sprayer to spray the colour and lacquer, he was busy but did agree to fit the job in one evening. Things were coming together. Not long after the interior was sprayed.

Eventually I managed to use the last weekend before Christmas to put the interior back together. Adrian had been telephoned and I pleaded for him to complete the work to the air conditioning system before Christmas; he said he would and finally came down on the evening of December 23rd. The cleaners were removed and the gas pulled out of the system until it was completely empty, the new receiver/dryer was fitted and the system charged with the new 'ozone friendly' F49 gas.

A lot of items had to be transported to Shropshire, including a complete computer system and all my FF working folders that I was using for the FF book project — would everything fit into the FF? The entire boot and rear seat space was crammed full by the end of packing, but we could just get everything in apart from the spare petrol can which had to be left behind!

The FF performed well, and left Epsom on a fine cold but sunny day. A slow start in the M25 was counteracted by a good fast pace along the M40 and then onto the A40 on route to Morton-in-Marsh, Bromsgrove and up towards Church Stretton.

Apart from some rain for a part of the journey the weather had been good to us (or I should say good to the car!). Once up in the so called wilderness of Shropshire the car found itself squelching through mud

tracks until we eventually arrived at the cottage. Passing the Mynds we could see that they were capped in snow, this would be excellent for New Years day I thought.

The next day the car was pressed into service again to get food supplies. I blanked my mind to the conditions and lived for the moment, speeding along muddy single track roads thoroughly enjoying my FF in a way that I haven't for years.

Jayne's parents came down to the cottage to spend a few days with us including New Year's Eve. An excellent evening was had in the middle of nowhere and with the pleasant feeling that my old and trusted FF was just outside. In fact as the time ticked away towards midnight and the Champagne was flowing, thoughts went over to my FF sitting outside in the pitch black (no light pollution in these parts, night is night, you might as well be blind. Best have a torch to hand!). I fancied the FF taking part in our private celebrations.

Not being sure the Jensen would appreciate Champagne, I settled on whisky for the car, I've given the FF a shot of whisky a couple of times in the past to celebrate particular events and the car obviously had taken to it. And so at around five minutes to midnight, the FF was started up, the bonnet opened and the air filter can removed. As midnight was counted down, we were all standing out with the car, fireworks could be seen in the distance penetrating the darkness of the night sky. We all knocked back our Champagne and I poured a whisky straight into the Carter much to the appreciation of the car.

With these jollification's over and Jayne's parents perhaps wondering if I was a suitable partner for their daughter we all went inside to continue our celebrations whilst the FF slept soundly.

New Year's day was overcast. Jayne's parents also fancied the trip up to the top of the Mynds and so four up the FF burred out of the long drive from the cottage and out the single track roads

before reaching the main road which would take us into Church Stretton. Luckily none of us had hangovers not even the car. One at the approach to the Mynds we were surprised to see notices stating 'Closed - Ice'. My heart sank until I realised that they had just been moved over from the road that took you up to the top of the Mynds. Apparently this precarious single track road had only just been opened again, the treacherous ice on the mountain had meant that the authorities had closed it to traffic.

So the advance up the mountain took place, the FF was put into drive 2 and eventually into drive 1 for a short but steep section. Within a short space of time we made it to the top and although the snow and ice had disappeared I had an excellent opportunity to take photographs, a memorable moment for both the car, myself, I think Jayne and her parents appreciated the history of the moment.

The descent down the mountain was not without drama, the single track road is not one way and really it should be, with us descending down other cars were slowly and carefully driving up, there are only a few space points where two cars can get side to side and pass. A rather nasty single track mountain traffic jam started, with the FF feeling suddenly very vulnerable.

However, with five cars all told having passed us slowly on the inside and the mountain road at last looking clear we continued our decent and made it safely back into Church Stretton. We all sighed with relief and the FF burred off down the village high street taking its occupants back to their cottage.

Where was your car on 1st January 2000? Mine was parked triumphantly at the top of a mountain!



*12.05 am — the turn of the Century — Happy New Year!
FF looking pleased — it's just had a large whisky!*

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Hood	£124.95	Carpet set (Cockpit) black or tan	£150
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Cam belt	£14.49	Speedo cable - 4 speed	£9.95
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Mk 2/3 sill tread plate finisher	£14.50	Mk 2/3 front side and indicator	£29.95
Mk 2/3 bonnet lock cable	£7.95	Mk 2/3 Alternator	£79.99
Mk 1/2/3 waterpump	£36.79	Mk 1/2/3 head gasket set (x2)	£49.85
Mk 3 g/box mounting J series	£14.95	Mk 2/3 rear light cluster	£54.00
Mk 1/2/3 SS exhaust system	£349.00	Mk 1/2/3 Wilton carpet set	£319.00

RECONDITIONED:

Mk 1/2/3 walnut veneer console and radio panels	£89.65	Mk 1 interior retrimmed in red leather to orig spec. Includes front & rear seats, all panels & headlining. Stunning.	£POA
Mk 1/2 Rostyle wheel	£119.95	Bumpers. All sections from	£98.00
Mk 3 alloy wheel	£69.00	Vapour blasted and highly polished	£49.00
Mk 2/3 alloy rocker covers.		Number plate lamps Mk 1,2	£29.00
Door handles	£98.00	All chrome is "As new condition"	
Number plate lamps Mk 2,3	£49.00		

USED:

Exhaust manifolds 383, 440	£95.00	Jensen 8 track player complete with cassette adaptor:	£offers
Mk I wooden steering wheel	£50.00	Mk 1/2/3 switches from	£5.00
Mk 1 front side/indicator lamp	£45.00	CV8 wiper switch	£15.00
Mk 1 FF grille	£120.00	Mk 1/2/3 tailgate	£100.00
Mk 1/2/3 dropglass clear/tinted	£25.00		
Mk 3 interior. Magnolia	£290.00		

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Spring Weekend Break:

— Sheila and John Lane report on Leisure Pursuits in Llanberis . . .



The popular JOC spring weekend break proved yet again to be a memorable occasion for those club members who, following tradition, succumbed to not an insignificant amount of pressure to undertake a 'leisurely' walk. It continues to surprise us how every year these jaunts sound an attractive form of

entertainment after Friday night's dinner and drinks? This year it was the turn of Chairman Ed. to investigate all options and select two routes; taking into consideration the group's wide range of disabilities. As we were staying in Llanberis which is the starting point for ascents of Snowdon, both on foot and by the Snowdon Mountain Railway, it was suggested that this be one quest.

The first recorded climb of mighty Snowdon, which towers over all other peaks in Wales and England, was by Thomas Johnson in 1639. Since that time it has drawn millions to its 3560 ft summit. With surprisingly little persuasion, a group of superbly honed athletes, imaginatively named the

'big boys' team, rose to the challenge and decided they would add to this total.

The second team, or the 'whimps', as we became known, thought it was probable they had

suffered some form of brain damage having imbibed too much or inhaled noxious fumes driving down for the weekend. Accompanying the 'A' team were Jo and Sandy, clearly making a statement for feminism.

We were then seduced by Chairman Ed, well, more by his choice of words: 'This walk is a straightforward circuit of the lake, which utilises a combination of a disused railway track, lane, woodland and lakeside paths and old quarry tracks,' and 'It provides a series of memorable views of the surrounding mountains, including spectacular ones of Snowdon itself, for relatively little effort.'

Let me tell you Chairman Ed. is the original spin doctor and doth exaggerate the truth. But make your own minds up as the two tales of what actually happened unfold.

For the first time that I can remember, the walkers actually assembled in the hotel car park on time! The usual group photos were taken. Thelma was mysteriously absent from the first one, probably coping with the effects of the previous night's excesses. The 'A' Team comprised: Chairman Ed, Trina accompanied by Ron, Adrian and Jo, Magic - mostly without Tony, John and Sandy, John Parker, Andy, Keith Andrews, Brian and your humble scribe. We drove the few miles to 'base camp' to be met by the first of many setbacks - the car park was full. Our Chairman rose to the occasion and in the twinkling of an eye the problem was solved - not!

About 45 minutes later we started walking. But wait a minute, hark? what was that distant rumble? A landslide? An avalanche perhaps? No, it was Alan Smith speeding up

the valley in his Interceptor! After a swift update on Jean's medical status (we all hope you're fully recovered now Jean) we agreed to meet Alan at the top - he intended to go up by train, not Jensen. The group cheerfully followed Ed, trusting his local knowledge, skill and leadership implicitly - until he got us lost!

To Ed one piece of water looks pretty much the same as another. Unfortunately, the one he had us heading for didn't have a crossing point. We sorted out the problem, found the right route and all made a mental note to follow Ron instead!

The ascent to join the Pyg Track was eventful. Tony was unaware that his dog, *Magic*, was an acrobat but the way she tumbled down about thirty feet of rocks and just shook herself and set off again was an inspiration to us all. (Actually, we were all horrified - and very relieved to see that she was perfectly alright.) Adrian did his best to copy Magic on a few occasions whilst dutifully giving Jo a helping hand, at least, I assume that's why he had his hands on her rear. Tony did his best to copy Adrian but got short shrift!

On reaching the main track (yes, we were on the path that hardly anyone takes), we continued to climb/walk/stumble, avoiding oriental tourists, the odd Welshman (no, I don't mean it like that?) and group after group of teenage reprobates on character building exercises with the obligatory social worker or two. At last, the top.

There was Alan waiting to welcome us. Keith had another nicotine fix then we took pity on Andy and let him photograph us; he had carried his full camera bag and tripod all the way to the top so it was the least we

Richard announced that it was the only time he would see the inside of a mortuary! If the walk was to be so easy, why was there a mortuary at the end of it?

JOC Mail

Another unleaded fuel query

Dear Keith,

As I have not yet been able to attend a JOC function despite nearly two years of membership, I lack contact (and subsequent information to be gleaned) with other members.

I was interested to read in the January issue that Keith Andrews advocates the use of additives for the 4-star petrol we need for our Jensens. However, I use, in both my Interceptor and Double Six Daimler the unleaded 4-star sold at my local garage which, I assume has the necessary additives added in the original processing of the petrol.

Am I missing something? Do these new fuels not do enough to compensate for the removal of lead? They are certainly expensive enough at around 82p per litre, without any additives I think. Can some technical whiz in the club put me right?

I shall certainly try and attend functions this year — but is that why I got no calendar?

*Colonel D R Pudney
Kenton, Exeter*

I don't know why you didn't get a calendar, perhaps a quick call to the Membership Secretary will provide an answer.

Keith Andrews is also a good man to put your LRP fuel query to also — you will now have read the March issue where Keith went into further detail on the LRP fuels currently on sale.

WITH THE BENEFIT OF HINDSIGHT . . .

Dear Keith,

A near neighbour of mine until very recently had two very nice classic cars, however sadly he has now lost both due to total destruction by fire.

These vehicles, and early and immaculate E-Type Jaguar fixed-head and a TVR Griffith, were kept in his garage attached to the house. From time to time he got them out for a run to keep them in good fettle. Sometimes he put them on his drive and ran them up to temperature,

On the day of the fire he had the Jaguar out on the drive with the engine running for a time before returning it to the garage with the engine still running — the garage doors wide open to disperse the exhaust fumes. He left it running and went into the house for a coffee.

There were sheets of newspaper under the cars to collect stray oil drips. What is thought to have happened is a gust of wind blew some of this oil-impregnated newspaper up against the hot exhaust pipe and it ignited. Before long the E-Type was well alight and before much longer both cars, garage and contents were destroyed.

The moral of this story is that drip trays are safer than newspapers and it is unsafe to leave cars unattended with the engine running.

*John Bortock (4609)
Stafford*

Excellent Service

Dear Keith,

I have recently completed a fairly extensive restoration of my father's Jensen SP and I thought members might be interested to hear about the excellent service I received from various Jensen specialists.

My first encounter, thanks to the JOC magazine, was Dave Barnett. Having struggled with the Holley six-pack carburettors, which were incurring more miles than the car travelling to and from Holley Performance in America, I rang Dave who agreed to visit me with Pete Simm.

The following Saturday Dave and Pete identified the fault as warped carb bodies where they fitted to the throttle base plates. A further trip to Holley and some weeks later Dave and Pete returned and the carburettors performed correctly. Pete 'Holley' Simm is undoubtedly the Six-Pack Man.

On other occasions Dave further assisted me with the brake calipers, brake discs, back axle, leaf springs, shock absorbers and exhaust system. Expert assistance ensured the restoration works were correctly completed and Dave always provided much needed encouragement.

Dave introduced me to Colin Holley who runs C & H Autos and Colin undertook the body restoration. I visited Colin every Saturday to see the work as it progressed. Colin is a master with Interceptor bodies. The entire interior was removed as were the outer sills, lower sections of front and back wings and finally the inner sill section. Once removed, the car looked a disaster!

Over the weeks that followed Colin expertly fitted first the inner sill sections and then the outer sill, fabricating the sections of the wings removed. Colin also fabricated new sections for the inner front wings. The panel fit and finish was excellent. The car then returned to Dave Barnett for MOT preparation and on March 3, after over 15 years, the car passed its MOT inspection.

Should any members require assistance with their restorations I would thoroughly recommend Dave Barnett, Pete Simm and Colin Holley. Finally, I attended the Open Day in February and found it most informative. I was also impressed by the turnout of cars, which will include mine on the next occasion! Keep up the good work.

John Donegan, Rotherfield, East Sussex

On March 3, after over 15 years, the car passed its MOT inspection!

**Send your letters to: Keith Anderson, 40 Hereford Way, Banbury, OX16 1UD
or email: keith.a@joc.org.uk**

UEA 855 (crashed 541) Update

Dear Keith,

It's certainly intriguing that Peter Neale should turn up a photograph of my car taken during the first year of it's life (issue 149). However, your caption refers to this being 'presumably before the massive accident pictured last issue'. Which just goes to show that a fine editor ain't necessarily a great Sherlock (can one have a mediocre Sherlock?).

Why? Because surely if the colour scheme was reversed on such a young vehicle (from black over grey to grey over black) then there had to be a reason, ie, a damn great smash up resulting in a new body and chassis at the very least.

Right or wrong, this premise still depends upon the smashed car in your book actually being UEA 855 (Keith tells me this was simply a pencilled detail on the back of the photograph), and on Calver being correct regarding the original colour scheme. After all, maybe UEA 855

After all, maybe UEA 855 was grey over black all along and was never crashed — which of course would mean that the smashed vehicle was a different car . . .

was grey over black all along and was never crashed — which of course would mean that the smashed vehicle was a different car. This tidy conclusion is supported by the fact that when forty years of paint was stripped away it was easy to find black all over save for the roof. But then, the same thing would apply if the car had been rebuilt with a change of colour, wouldn't it? Mmm.

So where to get more information Watson? Ah! I know. The car was apparently first used by Mr CE Ross of NORCROS. Is Mr Ross still alive? Does anybody in the JOC know him or know anybody who might be able to put me in touch with him or somebody who knew him? Because I've got a sneaky feeling that if UEA 855 was so dramatically smashed then Jensen simply gave the identity to the next car off the line, saving a load of bureaucratic hassle. Makes sense doesn't it folks?

As for uncovering the rest of the car's history, well, I almost feel ready to start a novel!

You see, some weeks ago I rang Paula Ertl the wife of Misi from whom I bought UEA 855 in order to find out more about some chap called Sandles, the man Misi bought the car from in 1985. After writing a hit or miss letter to Mr P Sandles, somewhere Near Hailsham, Sussex, I thought that was it, as much as I could do for the time being.

Except that next day Paula rang me, very excited. Guess what? A Mr P sandles had rung her out of the blue in connection with the hearse-based caravanette Misi had built and that Paula was now selling. Retold by Paula, the conversation went something like this:

Paula: No, no the body isn't rusty. It's fibreglass. My husband had a thing about fibreglass cars and wouldn't have any else.

Sandles: Ah, I know the feeling. I had a fibreglass car for years. Sold it to a professor in your neck of the woods 'bout fifteen years back.

Paula: (Realising) What kind of car exactly —?

Sandles: Jensen 541-R. You ever heard of one? Professor Ertl, that was his name.

And that, extraordinarily, is how Peter Sandles who owned UEA 855 from about '69 to '85 stepped back into the plot! Needles to say I was on the phone to his houseboat (these old Jensens are owned by some characters) and discovered that prior to Misi's installation of the Pinto 1.6, UEA 855 went through three Jag engines and did 140MPH!

Also confirmed was it's long time colour of Rolls Royce Regal Red, one of two reds (the second applied by Misi before he did the car white) that I found when removing the paint.

With everything beginning to fit together, all I need to do now is solve the mysteries of '59 to '69. Was UEA 855 the crashed car? Was the colour scheme reversed and, if so, why? What has Mr Ross got to do with things and who owned the car after him?

Since Peter Sandles is currently touring Europe (the reason why he

sold UEA 855 back in the '80s!), I'll have to wait before pressing him for more information. Watch this spot, and don't forget to tell me if you can provide any new leads.

I suppose I should stop here, but there's a wee bit more that's, well, touching. You see, I bought UEA 855 unseen from a man who lived hundreds of miles away from my home in Newcastle. People around me fell about laughing — 'Mad' that was me.

And probably right too. But the funny thing was that when me and my partner Paul met Misi, we had a laugh with him and Paula because he'd done the same thing as me and bought the aforementioned hearse unseen years before. I don't know if there's something in the ether that makes good things go around so I'll let the reader play Sherlock and consider the following which Paula wrote on her christmas card to me and Paul:

'I found a madly madly enthusiastic couple from *Galway* who having spotted the Princess ad in *Classic Cars* rushed out to buy two plane tickets and flew over, hired a car, came round and fell in love with her at first sight — handing over the asking price in cash without even taking it for a test drive. They loved everything about it - every bit of chrome titivation, every ornament, every fixture and fitting — even the carpets and curtains. They were absolutely ecstatic. Misi would have loved them as he had you two. 'Lots of love, Paula.'

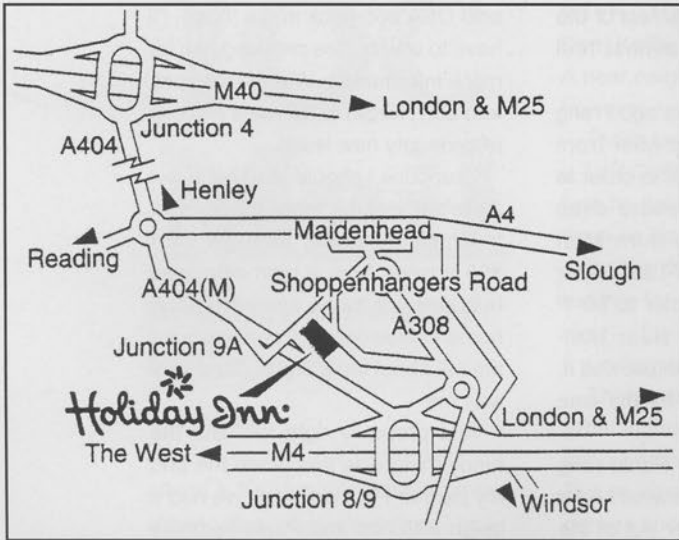
Last night I put all the papers regarding the car into a side-bound file. Makes interesting reading for somebody who's turned into a barmy fanatic!

Leather's out on account of cost, but right now the original seats are being recovered in poppy vinyl with dark green inserts and green piping. Red headlining already waiting on top of the bedroom wardrobe. Purists will hate it, but I'll love it!

The paint job's coming along slowly but well. Roof sprayed Taxi Black yesterday. Can't wait to pop in and see it on Monday!

Barry Stone

barry@barrystone.freemove.co.uk



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CLASSIFIED ADVERTISEMENTS

Parts for sale as follows:

- (1) centre console (gearbox) - beige
 - (1) centre console (gearbox) - black
 - (1) Pair of beige headrest cushions
 - (2) Pair of interior door trim (left + right) - beige
 - (1) Pair of interior door trim (left + right) - black
 - (1) Rear window shelf - black
 - (1) black dash with instruments
 - (3) centre console heater/air control panel with controls - (two beige, one black)
 - (1) Pair of front bucket seats - black
 - (1) Pair of front bucket seats - beige (also... spare seat)
 - (2) leather handbrake lever cover (one beige - the other is black)
- Interceptor parts for sale: (1) Pair of Rear wheelarch interior trim fittings - black (2) Pair of Rear wheelarch interior trim fittings - beige (1) Rear seats - back & bottom, left & right side - black (2) Rear seats - back & bottom, left & right side - beige (3) Rear shelf (just behind back seat) - two beige - the other is black (1) Rear centre

console - beige (1) Rear centre console - black (1) Pair of sunvisors - beige (1) Pair of sunvisors - black (1) black headrest - not cushion (2) gloveboxes (one has beige leather strip, the other has black) (1) rear view mirror + mounting (1) Pair of rear side windows - glass in frame (1) Pair of doors - rough condition but no dents (1) Front wing passenger side - wheelarch repair section. For further details please telephone 020 670 2617

Jensen C-V8 wanted. Good or bad. Anything considered. Please contact Dave on 020 8378 7144

Jensen spare parts for sale. New, reconditioned and second hand, for Interceptor, FF and CV8. Cars for sale and wanted. Credit card payment accepted. Contact Interceptor Supplies on 020 8325 0265 T

1974 **Jensen-Healey**, yellow with black interior in excellent condition new tyres, battery, oilcooler, genuine 80000 miles, dry stored for 12 years of its life, £3500 Tel 01227 741413 or email JazzyJags@aol.com T



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1953 Jensen 'Early' Interceptor, have partly restored, runs well but still in need of some further restoration, we have been told that only 32 of this model were built? and that only 5 are left. Photos and further information can be found on:

www.madasafish.com/~sacristononline/sas

— due to lack of space and time this car is open to OFFERS Telephone T Jones on Day 0191 3710800 or nights 0191 3711477

Early Interceptor Convertible 1952. Present owner last 18 years. Only previous owners Sir Guy Fison and Lord Strathcarron. This car is in clean original condition. Oyster grey, red leather interior, grey hood. Gold Seal Austin BMC replacement engine (28,000 miles) very reliable, runs well. Not many of these left. Great family car. £9950. Tel (01480) 493157 - Cambridgeshire

Jensen 541

Jensen 541-S. Burgundy with cream leather interior. Subject to recent extensive chassis-up restoration. ££££ spent. Bills and photos available. 1999 JOC Concours cup winner. Unique opportunity to purchase a rare but usable classic. Price to include spares. OIRO £14,500. Will be at the International event 25th June. Contact Peter on (01483) 440227 - Surrey.

541-R wanted. Any condition considered. Tel (01926) 339072 or (01926) 470479

Wanted: Jensen 541-R preferably in good order throughout, but anything considered. Please contact James Dennison Tel: 01905 359471 Email: james.dennison@ukonline.co.uk

Jensen C-V8

C-V8 Coupe Sedanca. 1963. This is the only C-V8 Sedanca Jensens got around to building. Indigo blue with red leather interior, three front seats. Back axle ratio 2.88 to one instead of standard 3.07 to one. A very unusual Jensen. Present owner 18 years. very good condition throughout. If you want a unique Jensen this may be the one. Price £25,000. Tel (01480) 493157 - Cambridgeshire

Jensen C-V8 MkIII 1966, 6.3 litre, tax exempt. Black with black leather. Well maintained and dry stored. Recent work includes new windscreen, radiator, driver's door, electronic ignition. Very good condition - this car previously owned and restored by Tony Clarke. £13,900 ono. 020 8699 5686 - South London

Jensen C-V8 Mk I 1963. 78,000 miles. Silver grey with blue leather interior. SS exhaust. Good condition. Ownership within the same family for past 20 years. MOT and recent

brake overhaul. New radiator. Also some spares. £8500 ono. Contact Gareth on 0181 669 3938 - Surrey.

Jensen C-V8 Mk II. 1963. BRG. Beautifully restored. One owner. Full service history. Must be seen. £12,000. (01737) 556251 - Surrey

Jensen-Healey and GT

Jensen GT. British Racing Green 1977 P reg car which was carefully restored to it's former glory about 8 years ago, including a reconditioned engine. Unfortunately the car has been sitting unused in a garage in Cambridgeshire for the past two years. The car would like to go to a loving owner. Happy to take as little as £100 to avoid the continuing guilt of neglect. Contact Peter Watts on 020 7395 3102 (wk) or 020 7828 7405 (home) - London

Jensen-Healey 1976 5-speed. Metallic blue with tan interior. MOT and tax. Lovely condition throughout. £4500. For further details contact ReJen Classics on (01962) 777400 T

Jensen-Healey. 1973 Very good condition. 89000 miles 1 year mot. Original condition, no rust. Hard and soft top and tonneau cover. Drives well and quick. Offers? Phone Paul on 01245 248789 Essex

Jensen-Healey 1974 N Cream white with both hard & soft tops, SS exhaust and new brake system fitted plus numerous other bills. 62K miles with only minor cosmetic attention required, last owner for 10 years of summer driving. Offers around £3,500.00. Tel 01793 520471 or 07887635617.

Jensen-Healey 1973, reg REA900L. 55,000 miles (ex Jensen Redditch demonstrator). Two litre Lotus twin cam, rebuilt 3 years ago. Bodywork in excellent condition. Resprayed a year ago in original tangerine. Never driven in the wet since being restored. Tan interior in first class condition. Reconditioned original Jensen Healey alloy wheels, new tyres and SS exhaust. Tax and MOT. Offers invited i.r.o. £3500. Tel (01209) 718354 - Cornwall.



Jensen-Healey 1973 convertible. Full body restoration, new roof, new tonneau cover, reupholstered inner panels, new timing cogs and belt, spare windscreen, only needs small trimming. £3500 ono. Tel 0956 562322 or 0208 427 1511 e-mail vijiplant@talk21.com

Jensen-Healey Mk 1 for Sale - Unfinished Project (started 1986 - off



Internet Jensen

JOC Online:
<http://joc.org.uk>

Jensen Motors Ltd:
<http://www.jensen-motors.com>

Jensen Web Page:
<http://www.british-steel.org/jensen>

Jensen Mail Group:
The wonderful online technical support and chat group:
Send an email to:
jensen-cars-on@british-steel.org

JOC Berkshire Area
<http://www.geocities.com/MotorCity/Downs/7907/>

Jensen-Healey Preservation Society:
<http://www.jensenhealey.com>

John Cohen:
<http://www.jncohen.net>

Jencraft Tech:
<http://ourworld.compuserve.com/homepages/JENSEN>

Jensen Club
Another British club that is independent of the JOC:
<http://ccweb.generics.co.uk/jensen>

John Wild's FF page:
<http://www.geocities.com/MotorCity/7902/jff.html>

Martin Robey:
<http://www.martinrobery.co.uk/>

Cropredy Bridge Garage:
<http://www.jensen-cars.co.uk>

Tony Bailey's Jensen Brochures Page:
<http://www.british-steel.org/jensen/brochure/>

Jensen Interceptor Owners' Club:
<http://jjoc.org>

Jensen Owners' Club Denmark:
<http://www.adtention.dk/jensen.htm>

Jensen Car Club of Switzerland:
<http://www.jcc.ch>

road since then!) New wings fitted plus many other spares. Old English White (Jag Colour). S/S Exhaust. New Alloys. MkII Gearbox. Rebuilt Engine. Car is near J12 of M4. Offers. Please call Oliver on 01273 672286 or email:

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1972 White **Jensen-Healey** 2.0L Lotus engine, Totally rebuilt & restored 67,965 mls. Ready to drive away- all sensible offers e.g. over £5500 to Dave Burton, Kettering Honda, Tel 01536 411533. T

Jensen-Healey. Surplus to requirements, changed priorities. Three Jensen Healey Mk 2s. M/N reg - one a late and rare Getrag 5 speeder which had in excess of £8K spent on it in the last few years, one a four speed car, body restored by previous owner (but not too well), has bent valves in the cylinder head - both foregoing need some bdywork. The third car is a rolling shell and ex Jensen factory demonstrator as featured in the motoring press and driven by the famous journalist John Boulter. A fair amount of rare spares, engine and gearbox, including some new panels are in the lot sale. A wonderful opportunity for the keen enthusiast to multiply this investment. Price £3200. Tel George on (01527) 403955 eves & w/e or (01789) 766766 office hours - Worcestershire

Classic 1974 **Jensen-Healey** Roadster for sale in Texas. Exterior is Black and the Interior is burnt orange/black. It is a convertible with the two tops (rag and hard). The engine, which is a 4 cyl. Lotus, has 65,000 original miles and is in perfect working condition. The car has Dual Stromberg Carbs with electronic ignition. Asking \$6,000, but will negotiate. To view pictures of the vehicle go to:

<http://hometown.aol.com/tgcarr/myhomepage/photo.html>

If you have further questions, please do email at jsumpter@nts-online.net or jenandkyle@hotmail.com.

Jensen FF

Jensen FF Mk I 1969. AYD824H. Pistachio with dark green interior and vinyl roof. This car has appeared in several articles and "starred" in the Ash pop video "Wild Surf" in 1998. Practically totally restored mechanically with many new parts, it runs well and with some 13 years in the USA has few signs of rust. Lots of history, photos and bills from 1969. Price £12,950 For more details contact Michael Murray Grant on

(01932) 246757 - Middlesex.

Interceptor

Interceptor Mk III. 6.3 litre 1972. Free tax. New MOT. Runs well but has had very little use in the last few years. Owned last 12 years. SS exhaust. Light blue metallic/magnolia hide. £4,250 ono. Tel (01929) 471319 - Dorset

Jensen Interceptor Mk III 1973 - renovated 1989 (5000 dry miles since) including bare metal respray in dark blue, with all necessary body panels replaced, engine/brakes/steering/suspension overhauled, S/S exhaust fitted. two new tyres. 47,300 recorded miles. All MOT & receipts available. One owner since 1987. Reluctant sale - downsizing house/garage. Realistically priced at £8,000. Contact John Dees on (01434) 688905 or e-mail j.j.d@virginnet.co.uk

A rather unique **Mk1 Interceptor** 1968, Red with manual gearbox. Engine and body rebuilt by Jensen to give more power and speed. Complete history of rebuild written and photos plus articles on its racing. MOT for 12 months. Tel (01793) 790349.

Jensen Interceptor 1975. 7.2 litre. Blue with black leather trim. 51,000 miles on the clock (believed accurate) SS exhaust, new tyres. MOT to October 2000. All round good condition. Genuine sale, no time to use. £5,200 ovno. No time wasters please. Tel (01726) 67240 - Cornwall.



1973 **Jensen SP.** Ferrari red with magnolia trim. Red Wilton carpets. Immaculate. Thousands spent. Much history. £7985 ono. Tel (01473) 658194 or (01449) 722240

Interceptor III. 1975 40,000 genuine miles, Gold/Brown paint with Black vinyl roof. Cream leather interior with Sheepskin inserts New Radiator, carburettor and halogen headlights. Used regularly and drives very nicely. Reluctant sale. £9,500 ono jim@rocketship.com Jim Collins 01372 465127 or 07802 601021

Jensen Interceptor III 1974. Colour green with cream leather interior. restored in 1994. Tax and MOT to Nov 2000. The car is in excellent all round condition. £8500. For more details ring (01304) 822774 - Dover, Kent

1975 **Interceptor III,** Gold with Black Vinyl Roof. Cream leather interior with sheepskin inserts. 41,000 mls. Good condition

Unleaded fuel. New radiator, halogen headlight conversion. New carburettor with manual choke. Minimal rust. Drives well. Very reluctant sale. £9,995 or near offers Jim Collins 01372 465127 Surrey/London 07802 601021 Mobile or email jim@crf.co.uk

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Jensen Interceptor Mk I. 1969 (Mk 2 mechanically). This car was in good running order when parked under cover some time ago. Owner lost interest and would like to sell, so offers around £2500. Tel (01684) 593120 - Worestershire

Jensen Interceptor Mk 3. H series 1972. 7.2 litre. Full restora-

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Jensen Interceptor III. 1974. 30,000 genuine miles. Good condition. MOT 12 months. Original Jensen Orange and black interior. Serious offers invited. For further information please ring Nancy Starmer on 0208 222 1470 (days) or 0207 565 2394 after 7pm or e-mail Nance_25@hotmail.com

Jensen Interceptor III 1974. Red with black leather interior. 7.2 litre. 72,000mls. Automatic. Air-conditioning. Electric windows. Stereo. VGC. Over £10,000 spent. Garaged. 1 owner last 7 years. Full MOT. 6 months tax. £5,950. Tel 020 8898 6036 or 07850 397 839. Email: Superbask@aol.com

For Sale & Wanted

Wanted I am looking for an **Interceptor, FF or SP** in outstanding condition (SP and FF preferred but nice MKII/III Interceptor considered). If possible the car should be lhd. To make room, I also need to part with one of my other cars, and would like to sell my 1992 Porsche 911 RS RUF (#117 of 2232 built, only 3 RUFs). So I would take a pristine Interceptor as part-trade for my Porsche. I am located in Luxembourg (Europe).Tel: (352) 091 17 79 15 (Luxemburg)

Wanted for Interceptor III Front and rear bumpers, complete. Driver's and passenger's doors. Louvred bonnet. will collect. Please ring Bob on 0121 354 4683

Front bumper in good condition for Interceptor J series. £225 ono. Contact BD Westley on (01603) 279289 - Norwich

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Documentation Gems, Jensen of varied types from Original 541 Build Specifications to Sales Brochures to Workshop Manuals (Austin 4 Litre originals). Predominantly 541 orientated but CV8/Interceptor and Healey bits also. See detailed listings at www.hennolly.freeseve.co.uk/cars/mycars.htm or Phone 44 (0)1753 854018 and ask for Paul.

JH Parts New SS exhaust end box, x2 original carbs(not new), New fuel pump, Various lighting bits, Job lot £125. Tel Hamish 01453 548022

Jensen-Healey s/h spares for sale. Jensen factory hard top in A1 condition £100. Engine stripped for parts inc water pump, flywheel, and good cylinder head-cam-boxes-covers etc £100. 4 speed gearbox complete with bell housing/clutch and linkage £65. Heater system £20. Steering column/steering wheel/ign sw with key/stalk switch gear £50. Windscreen frame and lower trim £20 (glass cracked). Rear bumper ss trim £20. Wiper system c/w washer bottle £20. Alternator £10. Distributor £15. Fuel pump £10. Pair rear lights £10. Set of seat belts (Healey logos) £20. JH tow bar and fitments, rear springs and trailing arms £15 the lot. OR £250 for it all to clear, you collect, including a box of smaller parts an a parts catalogue. Tel (01582) 873143 leave a message and I'll

ring back asap. - Bedfordshire near Junct 9,10,11,and 12 of M1

Jensen spares, service and restoration. Vast stocks of spares for Interceptor and Healey, new and used. Credit cards accepted. Jensen cars wanted. Open 6 days a week. Call REJEN Classics on (01962) 777400 T

Interceptor III parts for sale including rust free bonnet, alternators and lots of parts from a very low mileage fire damage car, too much to list.Tel Adrian Howells on 01270 587778 or fax 01270 252488

Jensen GT/Healey parts for sale including 5 speed g/box, some panels and lots of other parts, all parts very reasonable.Tel Adrian Howells on 01270 587778 or fax on 01270 252488

Hello my name is Brian Whelan. I would like to buy books written on the name Jensen as I would like to collect a full set. A fair price will be given to any person concerned. So please get in touch. My telephone number is 0797 9890255 or better still write to me at my old address "Whats the carry on" 1 Glamis Avenue, Heywood, Lancs OL10 2LX

Jensen Healey/GT spares. Part restored Jensen GT rolling bodysell £ ask. New ; mild steel 3 piece exhaust £145. Stainless 4 piece exhaust £255, original tool bags £8.50, original handbrake gaiters £7.50, black seat covers

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Wanted Healey Steel bumpers and Healey tool kit Please contact David Booth on (01244) 336331

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Bed and breakfast - Somerset. Near Yeovilton Air Museum. Very quiet. great walking and cycling area. Cycles to hire. Home made everything available. Ring Nick

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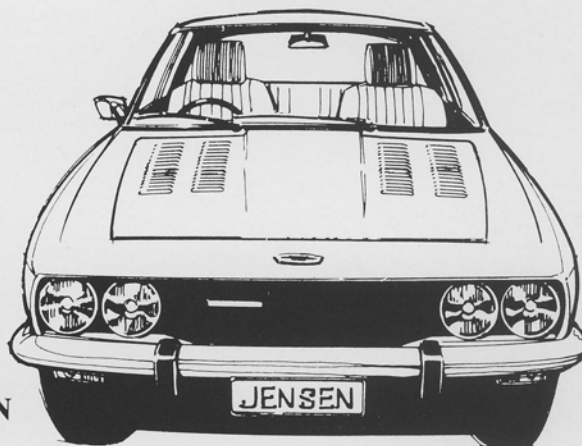
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could do. Unfortunately, whilst we were on the summit, we were shrouded in cloud; except for a few seconds when the cloud broke, the sun shone and there down in the valley in the long grass by the lake, we could clearly see through our binoculars a rare Lakeland bird squatting and wearing what could only be a yellow sweat-shirt!

Now for the 'B' team of intrepid explorers. We were instructed to start our journey by walking down to the lake and to turn left on to a path which led to the first road, Easy? Well Thelma, still not having recovered from the previous nights excesses, saw what she thought were a group of abseilers. A reconnaissance group was duly dispatched and disappeared after them, under an arch below the former workings of Vivian Quarry to a pool. The group, it turned out, were members of a diving group and thought they were being stalked. Our group retreated to enlighten Thelma that abseilers rarely wore breathing apparatus on their backs!

Back to the official JOC journey and the 'B' team headed down to the starting point at the lake. After fifteen minutes of pushing through the bracken and lakeside vegetation it was apparent that the starting path was nowhere to be found so an alternative plan became operational. This involved crossing a narrow part of the lake from the small peninsula, which we felt we now knew intimately, by traversing seven stepping stones. Jan and I skipped over easily followed by BB and Richard. The dog (BB, not Richard) lost his footing and managed to douse with water the particular stone Richard was landing on. Yes, you've guessed it, in went Richard.

Despite being soaked enduring comments of 'We're getting along swimmingly,' did nothing to dampen" his jovial spirit.

The rest of the team, excepting Richard's wife, lived up to our whims name and rapidly did an about turn to find another way round using dry land. With a broad grin on her face, did I mention she is an extremely pleasant lady, Jean checked all was okay, then supported Richard whilst Jan diligently mopped him down with a Kleenex tissue.

Finally we were underway. Happy wanderers but now taking

the walk backwards. The first thing we saw was the old Quarry Hospital which now exists as a visitors centre but was once the hospital for employees of the Dinorwic Quarry Company. Of particular interest was an open-doored out-building with two stone slabs. Richard decided to rest a while announcing that it was probably the only time he would see the inside of a mortuary! If the walk was supposed to be so easy why was there a mortuary at the end of it?

Not too daunted we passed a two holed toilet, obviously for those couples who cannot bear to be parted for one minute, and climbed up the hill. And climbed and climbed wondering if we had also started the ascent of Snowdon by another route. The next five minutes saw the men go missing. No explanation was necessary as the water level in the lake was seen to rise substantially.

The guide book suggested we had already seen it but what we needed to look for next, at the bottom of numerous steps after passing a couple of derelict buildings, was a kissing-gate. We ladies were skillfully guided through this by 'no-tongues' Keith. He refused to caress the men and the dog but Jan did manage to get round a second time. We were by now progressing well, taking in breathtaking sights (or were we just out of puff?).

Eventually we passed a cafe that was not open for guests, a post van that refused to give us a lift down the hill and Thelma trying to blagg a cuppa from a local resident. The lane took us on a steady decent by-passing a commune where Jan,

always one for the bargain found an old banger for sale and to much merriment changed the price to £2.50. Rumour has it that Wendy now owns it.

Continuing downhill, the chaps kindly helped BB and his dodgy hip over a ladder-style only to be greeted by a shout of eyes right from Jan. She was inspecting the flora and fauna and adding to the yet still rising lake water levels. What she failed to take account of was the conspicuousness of a daffodil yellow sweatshirt she was wearing. Finally we got to cross an old road bridge. It has to be said that from here there were magnificent views looking down the length of the lake towards Llanberis Pass with Snowdon covered in thick cloud! Of course our thoughts at that point were with the 'Big Boys' with perhaps a smidgen of pity for them. Following BB having to be hoisted once more over a tethered five barred gate, at the start of the return loop home, it was felt a short respite stop was required. Checking the rations we were allowed one very welcome mint. No we were not being careful, Jean had only brought ten sweets.

I was climbing over the next five barred gate as Wendy spotted my deliberate mistake and opened it to let the others through. Suddenly I was at the back of the troop which was the place to be as Richard found himself facing a herd of young bulls. Now what to do? With shouts of 'take us home BB,' the dog then did what he does best and picking up not an insignificantly sized tree trunk he did just that. What a blast!

