

JENSEN OWNERS' CLUB



Issue 276
March/April 2021

'THE JOURNAL FOR ALL
JENSEN ENTHUSIASTS'



QUESTION TIME - MEET THE MEMBER

*History of the JOC: Part 1 • SP cruise control • The gradual improvement •
8-track radio cassettes • Membership matters • Drop-top down •
The pursuit : second time lucky • Interceptor in competition*



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Welcome to the Jensen Owners' Club Magazine

The club was established in December 1971, and has since expanded to cover all models built by Jensen, from the 1920s' specials through to the last S-V8. The club is an international community with friends all over the world and we welcome anyone, anywhere, with an interest in the marque. We continuously strive to expand and improve our service to members and give them the best experience and the best advice we can, based on our knowledge of these special cars.

JENSEN OWNERS' CLUB EVENTS DIARY

Before attending any events, please check with the organiser that the event is still going ahead.

New Date to be confirmed

10.00am – 5.00pm

Open Day

National Space Centre, Exploration Drive,
Leicester, LE4 5NS.

Sunday 25th April

National Drive It Day

The aim is to get as many Jensens on the road as possible. See your Area Rep for local runs and events.

Postponed to 2022

2021 Spring Break Weekend

Atholl Palace Hotel,
Pitlochry, Scotland, PH16 5LX.

Friday 30th April – Monday 3rd May

JCCA National Rally and AGM,
Australia.

Cancelled

Turin Tour, details TBC.

Friday 18th – Sunday 20th June

The 50th Anniversary International
Alexander House, Wroughton, Swindon, SN4 0QJ.
For further details, please speak to Stuart Allan.

Thursday 1st July – Sunday 4th July

Le Mans Classic
Circuit de la Sarthe, Le Mans.

Sunday 1st August

Cranleigh Classic Car Show
The big one in Surrey and Sussex. For details,
contact David Wright. Club registrations from April.

Saturday 14th August

Ace Café, London, NW10 7UD. Event shared with
Bristol Owners Club. For further details, please
contact David Devine.

Friday 3rd – Sunday 5th September

Hampton Court Concours d'Elegance, with JOC
display on Saturday 4th. Please contact David
Devine for further details.

Saturday 11th September

Abingdon Air & Country Show, Abingdon,
Oxfordshire, OX13 6BX.

Friday 17th – Sunday 19th September

Devon Tour.

Thursday 23rd – Sunday 26th September

Dutch Autumn Weekend

www.joc.org.uk/events/diary



Welcome



The beginning of 2021 will always be remembered as a time of profound change for the automotive industry with cancelled car shows, closed car showrooms in the UK, and the introduction of click and collect when purchasing a new car. To add to that, many of us were restricted across several aspects of our lives, particularly the enjoyment of our Jensen cars.

It is not all doom and gloom, as the market is still buoyant for our cars. Their appreciation is growing, which you will see in our membership section, so I hope that some of the key car events will continue this summer. You never know, the opportunity for a holiday may also present itself.

In terms of the magazine, we have made continual progress over the past 12 months. As this is the club's anniversary, what better way to recognise this with a completely new wrap-around front and back cover design? We hope you like it. Last year, we completely redesigned the inside of the magazine, so now it is the outside's turn. The collective purpose of the revamp is to take the magazine and image of the club up a level in professionalism and appearance, to match our cars' growing popularity, and position ourselves evermore as a club worth being part of.

We are always looking to improve the club's services for our members, so please continue to give your feedback. Thank you to everyone who has already passed on feedback to the Chairperson and General Secretary, it is very much appreciated.

As always, I want to thank all contributors to each magazine issue and remind you all that we need and appreciate all of the efforts in supplying content for articles.

The final point is to thank you for your patience whilst we have migrated the JOC IT systems and website. It is an epic task, and Raj and Darren have been rushed off their feet keeping on top of it all, so if you see any gremlins, please politely point them out and be assured our attention is constantly there fixing and improving. This will continue to allow us to be data protection compliant and manage our services more effectively.

I hope you enjoy this magazine issue and make sure you look out for Question Time it is a very interesting read! Until next time.

Leah

CROPREDY
— EST.  1972 —

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p25
8-Track Radio and Cassettes for Jensen Interceptors

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A view from the bridge

BY SHAUN WINFIELD



So, we are into 2021. We're still in lockdown as I write this, and the cabin fever is beginning to catch hold. Whilst I embraced the idea of having video conferences, the novelty has worn very thin for me. Without using such technology, we could not have easily stayed in touch with each other.

However, I still can't wait for when we can all get out and about, and meet up face to face. I will need a haircut though.

Some of you may be aware that one of our long-serving Area Representatives has recently stood down. I am referring to Brian Raper who has run the Thames Valley area for a couple of decades, with the assistance of Joan (in my view the unsung hero behind the scenes). He has now transferred the reins to the very competent Dave Devine, who is equally supported by his wife Jan. I look on Brian and Joan

as my friends, and I hope their involvement with the Jensen marque will continue. Thank you, Brian and Joan, from everyone throughout the club, for the fun, the effort, the silly things, and the reality checks you have brought to us over the years.



All aboard



Brian Raper at his best



Arriving first and putting the flag up at Bicester Heritage

Chairman's Role

Which brings me on to another person who will be stepping down in due course; myself. Yes, as I have mentioned before, next year will see the end of my five-year stint.

Have I enjoyed my time? At the moment, I feel that I could have done more, and indeed I have heard noises that the Chairman is not doing either enough, or even anything. I can understand this, but I have to say that the ideas and initiatives I was hoping to bring to the club over the last year came to nought.

I hope that we may fare better this year, but it isn't easy to commit to things and prepare detailed plans knowing that our efforts may be thwarted. Thus, we as a club are looking for someone willing to take up the mantle and move the JOC forward, hopefully under better conditions than I have been working in.

For all SP owners, it will be 50 years ago in October that the most powerful Jensen ever was unveiled by JML at the Earls Court Motor Show. I know that there is no way we could get all 232 examples together, but perhaps a gathering of the clan somewhere, later on in the year, may be feasible. I will get in touch with Tim Clarke, the SP Registrar, to see what we can arrange.

History of the JOC

Part One: The First Year





BY JOHN LANE

Foundation

This year is the 50th anniversary of the founding of the Jensen Owners' Club. I have been a member since May 1978, that's almost 42 years, but there are still quite a few members around from the very first year. I've been in contact with some of them to gather their early memories of the club.

So, how did it all begin? If you cast your mind back to the early 1970s (you younger members, just use your imagination!), shoulder-length hair, silk scarves, leather bracelets, floral blouses and bell-bottom jeans were all the rage. And that was just the men! Jensen Motors was busy making one of Britain's motoring icons, the Interceptor, and developing the Jensen-Healey. It had gradually reduced its involvement with 541 series owners and the older cars. Thus, when a 541 owner and motor engineer called Len Jackson put an advert in the *Exchange & Mart* late in 1971, offering some 541 parts for sale, other frustrated 541 owners responded and began to identify the need for a source of advice and parts. Among them were Mike Byrne and Peter Wallis, who, along with Len, devised the idea of a club for 541 owners, to be called the Jensen Register.



Organisation

The first meeting of these few members was on 18th December 1971, with the aim of forming a management committee and adopt some rules. This initial gathering was held at the home of member #50, David Waite in Stanstead Abbots near Harlow, and was chaired by Bernard Meadows, Secretary of the Singer Owners' Club. Mike Byrne (member #2) was present at that meeting and is still going strong. Len Jackson (member #1) volunteered to become

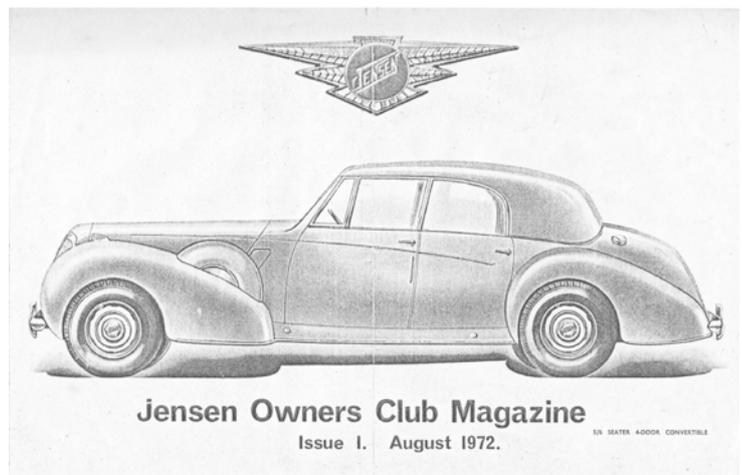
caretaker Chairman until a more democratic decision could be made. It was agreed that the Club would be known as The Jensen Owners' Club and the membership fee was set at £2.50. The Singer Owners' Club rules were modified and adopted as rules for the JOC and arrangements for RAC accreditation were made. Advertisements to recruit members were placed in the December and January issues of *Motor Sport* magazine.

At the next meeting of the management committee Athol 'Andy' Anderson-Wright (member #15), a hotelier and councillor in Southend-on-Sea, was elected as the first official Chairman of the JOC. He held that position until 1979. Len Jackson was elected General Secretary, Peter Wallis (member #3) became newsletter editor, and Mike Byrne took on the role of Registrar/Historian, initially compiling lists of parts numbers and suppliers for the cars that Jensen Motors no longer supported. Lord Strathcarron (member #60) had accepted an invitation to be President of the club and J R Buckley, a classic car author, agreed to become Vice President. Later committee meetings were hosted by Andy at the Shaftesbury Windsor Hotel, in Southend.

In the archives, there are copies of correspondence between the club and Richard Graves of Jensen Motors seeking approval to use Jensen in the club's name, a requirement for RAC recognition. Permission was given in February 1972, once it was established that we were not looking for any sponsorship money.

The First Newsletter

The first newsletter, typewritten and photocopied, was published and circulated in August 1972, apologising for the delay in its production. It contained the following statement:



The first Jensen Owners' Club Newsletter

'To place you all in the picture, the organisation was started in December 1971 by three owners and the committee has sat twice in an effort to formulate the club's activities. At the outset, it was

intended that the club should cater for pre-1964 cars, but owners of the later cars have shown interest, and we have, therefore, included all Jensen cars into our membership.

'The main object of the club is to ensure the preservation of the Jensen car and to provide technical service for us all – this naturally leans towards the early Interceptors and 541 series, but in no way precludes other Jensens.'

The First JOC Event

Issue 1 also contained details of the first gathering of members. It was arranged for Saturday 9th September 1972 in the grounds of Lypiatt Hill House, Lypiatt, near Stroud.

It was the home of member #76, Alexander 'Bobby' Kok. Bobby owned a 541 and a C-V8 MkIII, and seems to have been quite a character. He was a classically-trained musician, having played as principal cellist in the BBC Symphony Orchestra and the Philharmonia Orchestra of London. He was highly regarded by the Beatles' producer, George Martin, and played on several of their hits, including *Hey Jude* and *Yesterday*.

The meeting was a huge success, with about 70 members attending (when membership was just over 100). Fortunately, a few of them took photographs, so we know that the following cars and owners were there:



Alexander 'Bobby' Kok



PYR 343 INT684999 George Matthey #72



LEA 901 541/64908 Thomas Swift #77; car currently in Belgium



SGF 643 541/675633 Tony Hunt #10; car last seen in 1981



ULC 425 541/1753197 John Daldy #94; car last known in The Netherlands in 1998



YLR 636 541/4386002 Dick Thomas #100; car currently owned by Alastair Thomas.

YLW 879 541R/4456011 Ron Smith #70; car is still owned by Ron



SLX 894 541/625633 Paul Huish #87; car probably now in USA. 378 YWC 541S 100/1037 Thomas Allison #106; car currently in Germany. OKX 8D C-V8 MkIII 112/2443 John Warren #91; car currently owned by Martin Hiscox



93 YNY 541/1255803 Kenneth Baxter #79; car currently registered M-DL541H and owned by Arne Jensen. **EEA 592D C-V8 MkIII 112/2415** Anthony Couldbourn #107; believed to have been broken for spares in 1993



DAD 222K Interceptor MkIII 128/4729 owner not known, car recently for sale on eBay in Preston

If anyone has information or photos of any of these cars or any other cars that attended, please let me know.

JOC Car Badge

The first newsletter also published early plans to produce club car badges, each one numbered with the owner's membership number. There is no doubt that this was a great idea, but it was perhaps over-ambitious. Manufacturing problems caused enormous headaches for the committee and frustration for the members as the delays got longer and longer. Occasionally these old badges become available on auction sites – at a price.

The JOC archive would welcome the offer of one at a reasonable price.



473 SRE541/1843197 Grant Bilham #14. **URX 80 541R/4576011** Peter Wallis #3; car currently registered SJR58H and owned by Ulrich Dohle



752 DKX 541R/3034319 John Wigham #71; car last known in Germany 2001



Club badge, with the owner's membership number

I would like to thank Mike Byrne, Tony Hunt, David Turnage and John Staddon for their help in producing this article.



7340 KH 541R/4296002 Edward Goodenough #52; car currently registered TSU 319 and owned by Geoffrey Fowler Watson



International weekend Penns Hall



The Pursuit of a Jensen

Second Time Lucky

BY MARC OTT

There is the experience of the English who try the adventure of buying houses in the south of France, as described so well by Peter Mayle, and the French who love to buy English cars. It's a kind of cordial understanding in the exchange of problems.

Although the weather is capricious, England is the promised land of convertibles, but France, where I live, is no less, and I too am won over by this vehicle type. While I was looking for a Jensen Interceptor, a discreet, comfortable and efficient car, my mechanic told me that he knew of one, albeit a convertible and, above all, a nest of problems. Of course, loving trouble, in January 2018 I contacted its owner.

The owner was thrilled to meet me and find a rare person who knew the brand in France. Sensing that I was very interested, he came to my office with the Jensen. I felt he liked this car and he told me it was in his family from the new. But the price it was at was too high; however, I always regretted not having bought it.

At the start of 2020, the bug of finding the Jensen of my dreams took over again. I wondered if I should call back the owner of the Jensen, but two years had passed, and I imagined the car had been sold long ago. So, I started looking at specialised sites, and by chance, I found it for sale on a recent car site. Incredible! I called the specialist dealer, and he told me it was broken. But as it was in a showroom close to my office in Paris, I reasoned that once it had been repaired, I could see it.

In the meantime, the Coronavirus arrived, and confined me, like a third of the planet. In Normandy, between teleworking, the vegetable garden and DIY, I had a little time. I also bought a magazine that had an Interceptor article in that included Nigel Pickford's contact details. He gave me some good advice.

Once the confinement was over, I returned to Paris and contacted the Jensen seller. He told me that the car would soon return to his showroom after repair. We made an appointment, but then it managed to break down again. The day before our appointment he went to pick it up from his mechanic, but just before arriving at its destination, a hose burst. Of course, we had to reschedule another appointment.

However, at the beginning of July I finally got there, for the long-awaited moment in Paris with the Jensen convertible, slaloming between the bikes, traffic jams and other cars. This, I said to myself, is the perfect car for the city, and without hesitation, I become the second owner. I wanted to thank Nigel Pickford and Frédéric Mary for their advice.



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Fitting Cruise Control to my SP

BY RICHARD FISCHER

Overview

I find that I frequently use the cruise control on my modern car for long journeys, primarily to avoid inadvertently speeding. Recently there has been a lot of press coverage about a significant increase in the number of drivers caught speeding, particularly on 'Smart Motorways'. I had been thinking about exploring the possibility of fitting cruise control to my SP for some time, which triggered me into action.

Chrysler first marketed cruise control (then named 'Speedostat') in 1958, and it and others have been refining it ever since. In the C-V8 and Interceptor era, Chrysler marketed a vacuum-operated cruise control for the 383 and 440 engines and fitted it to cars such as the Charger. One can perhaps source secondhand parts from the States, but it seems that you only have about a 50 per cent probability of the vacuum actuator working correctly. However, reports I have seen are positive about the system's performance, although kicking down into first and second if you press resume at a low speed might be a bit of a shock!

There is mention of cruise control on the forum, but no information from anyone who may have fitted one. Bridgewater Electronics is cited as a supplier, so I decided to contact it and others to see the available types. Unfortunately, I received an email back from Bridgewater to say that it had just sold its last kit and didn't know when it would have additional stock. I managed to find two other types of cruise control suitable for classic cars, from Rostra and Conrad Anderson. Conrad Anderson's set-up has been successfully fitted to Aston Martin DB5s and 6s, with the kit costing £850 (I'm not sure if this includes VAT), with installation from £480 (one day). The Rostra system is considerably cheaper, and so I decided to go for this one. I couldn't find a European supplier, so I bought a kit from Kartronics in the States via the UK eBay. The price, including shipping, was \$415, but excluded customs duty. Including that, I paid just over £400. I believe the system would work not just on Interceptors but also on almost any Jensen. There is an option to provide the speed signal by attaching magnets to the propshaft. Throttle actuation is achieved by fitting an additional cable in parallel with the existing throttle cable.

There are several options for the control switch, either dash-mounted or stalk, and I bought a kit containing:

250-1223 Universal Cruise Control Kit
250-4160 Vehicle Speed Signal Converter
250-3020 Control Stalk



Fig 1 The Rostra kit of parts

It all comes with a three-year warranty. So what skills do you need to fit this kit? It is essential to feel comfortable drilling holes up to 1in diameter, identify wires from the circuit diagram, and make the cruise control electrical connections. It is desirable to make soldered joints if you want to fit a tell-tale LED indicator to let you know if the cruise control is on or off. And it is highly desirable to have the ability to make up moderately complex brackets from sheet steel, but you could probably get away without this. It is also useful if you have a set of taps to make threaded holes and know how to use them.

Fitting the Control Module and Speed Sensor

The kit comes with written installation instructions; it is essential to read them carefully and follow them. The first step is to set the microswitches, located underneath the rubber bung, to their correct value. I started with these settings:

Switch Number	1	2	3	4	5	6	7	8	9	10	11	12
Value	Off	On	On	On	Off	Off	Off	Off	Off	Off	On	On

It is essential to consider where best to mount the Cruise Control Module. I aimed to install the kit

in such a way to make it as unobtrusive as possible and thus chose to mount it behind the battery near the wiper motor as shown in **Fig 2** (note battery is removed).

I bent the supplied mounting bracket at 90° and used the provided massive self-tapping screws to fix it to the top of the passenger's footwell next to the battery box bottom plate, ensuring the cruise cable just missed the blower motor. A 4.5mm drill gives the correct sized hole for the self-tapping screws. The module is quite heavy, and I was worried it might resonate, fatigue and fracture and so fabricated a bracket as shown in **Fig 3** to brace it. The bracket is held at one end by one of the module's fixing bolts, and the other is bolted to the battery box bottom plate using countersunk M4 screws, as shown in **Fig 4**. This is made of sufficiently thick material that an M4 hole can be drilled and tapped into it.

The cruise cable then needs to be connected to the carburettor throttle spindle, as shown in **Fig 5**. I used the three bead connector, G8 and the flag nut, G13. The full throw on my carburettor was 1 $\frac{5}{8}$ in, and so I didn't need to use a bead chain. I fitted the flag nut to the outer sheath, as described in the installation manual, and then bolted it to the existing throttle cable clamp using an M5 screw and spring washer, having first drilled and tapped the existing cable clamp. To use up the additional length of the cruise cable, I created a loop around the blower motor. Once I had checked that the cruise and throttle cables moved smoothly over the full-throttle range without fouling anything, and the kickdown rod operated freely, I zip-tied the cruise cable into position, ensuring that it was well away from the rocker box cover. It would be annoying not be able

to remove the cover without first disconnecting the cruise cable.

The speed sensor is relatively straightforward to fit and goes between the gearbox speedo output and the speedo cable. The unit is shown in **Fig 6**. Having jacked up the front end of the car and secured it on axle stands, you just unscrew the speedo cable from the gearbox, screw the sensor in its place and connect the speedo cable to the sensor. Finally, you feed the supplied flying lead down from the engine bay and connect it to the sensor. The electrical cable can be secured to the speedo cable with zip ties. The completed assembly is shown in **Fig 7**.

Wiring

In-line snap-on connector blocks are included in the kit, but I would generally not recommend using them, as if there is a problem and you need to disconnect something to fault find, it makes life very difficult.

The short black wire coming directly from the cruise control module needs to be grounded, so I used one of the bonnet lock securing screws for this purpose, as shown in **Fig 4**. The supplied ring terminal is a perfect fit for the screw.

To get the main wire loom into the driver's footwell, I drilled a 1in diameter hole using a tank



Fig 2 The control module mounted adjacent to the windscreen wiper motor (with battery removed)



Fig 3 Fabricated bracing bracket (1.5mm steel sheet)

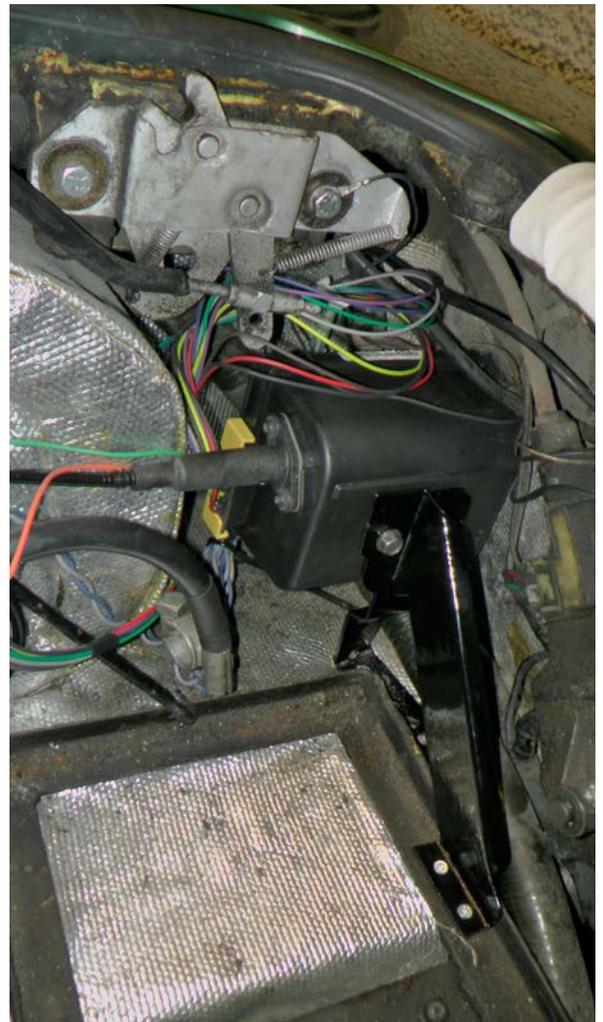


Fig 4 Control module finished mounting arrangement



Fig 5 Cruise cable connection to the carburettor



Fig 6 The speed sensor



Fig 7 The speed sensor fitted to the gearbox



Fig 8 Brake fluid reservoirs moved out of the way to provide access

cutter just above the steering column, as shown in **Fig 8**. To gain access for the drill, I temporarily moved the brake reservoirs out of the way **Fig 9** and disconnected the small vacuum hose. I removed the knurled nut holding the trip reset knob from inside the driver's compartment and then took off the panel giving access to the steering column's gauge area and top. I then inserted a small diameter rubber tube into the hole from the bonnet side, and pulled it into the driver's footwell to fix the two cable harness connectors using insulating tape, separating the two by approximately 2in along the rubber tube.

This way, I could carefully pull the two connectors back through the hole and into the bonnet area. I then pushed a rubber grommet over the two connectors and into the hole to prevent the cable harness from chafing. The fit of the cable harness in the hole was very loose, but this doesn't matter as it is sealed with mastic once the checks on the finished system have been satisfactorily completed. The two connectors on the mating harness can then be plugged into the harness from the Cruise Control Module.

Cruise Control Wire Colour and Function	Car Wire Colour	Location in Car
Brown, +12V	White	Low fuel light or oil pressure light
Black, 0V	N/A	Bonnet catch as described earlier
Red, brake positive	Green	Foot brake switch
Violet, brake negative	Green / Purple	Foot brake switch
Dark Blue, rev counter	N/A	Not used – trim as short as possible
Grey, speed sensor	N/A	Not used – trim as short as possible
Light Green, neutral / park	Black / White	Starter relay in the fuse box
Orange, lamp output	N/A	For optional use

The table above shows the connections that need to be made.

The brown wire needs to be connected so that it is at 12V when the ignition key is turned on. I am not sure how much current the cruise control module takes and therefore thought it best to make sure that it was connected to an un-fused wire so that it didn't overload one of the existing fuses. Since the cruise control's brown lead has its own in-line fuse, this is perfectly safe. I chose to connect it to the low fuel lamp white lead. To get at this, you need to remove



Fig 9 Location on the hole through the bulkhead

the steering wheel and the collar trim around the indicator stalk and steering column. You can then lever the fuel light cover forward with a screwdriver and remove the bulb holder from the rear. I did the same with the oil pressure warning lamp to see which had the most extended lead. The fuel lamp lead was just long enough to give me access to connect the brown wire to it using a self-strip connector as supplied in the kit. Then the two lamps can be fitted back in position.

The green wire is connected to the positive side of the brake switch, i.e. the green wire. I used a piggyback connector, as shown in **Fig 10**. I prefer the brass crimp version over the normal insulated ones as it is neater and you can fully insulate it with a piece of heat shrink sleeving. You connect the violet wire to the green/purple on the brake switch in the same way. If you have LEDs fitted in the brake lights, you need to install a relay as described in the installation instructions.



Fig 10 Connections to the brake pedal microswitch

The dark blue wire is not used and should be trimmed as short as possible and covered with a piece of heat shrink or insulating tape. Do not connect it to ground as suggested in the manual as this will prevent the speed sensor from working, as I found to my cost. The grey wire is also not used and should be trimmed as short as possible, with its end sealed.

The light green and the orange wires are hidden away under the insulation on the wiring loom where the black earth lead leaves the loom near the control box. Undo the insulation to release the two wires. The light green wire needs to be extended and connected to the starter relay, located under the fuse box cover. Once again, I used a piggyback connector to connect it to the black/white wire on the starter relay, as shown in **Fig 11**. Note that during testing you will need to disconnect this wire temporarily and so using the supplied permanent in-line connector blocks is not appropriate. I routed the wire from the cruise control module beneath the brake fluid reservoirs and then alongside the existing wiring loom. Finally, plug the control stalk into the wiring harness connector in the footwell. The switch can be left on the centre console for use during testing.

The orange wire is optional and can control an on/off indicator bulb or LED.



Fig 11 Connection to the starter relay

Commissioning

To check that all electrical connections have been made properly, you must check their function using the diagnostic mode, which utilises the LED located under the microswitch rubber cover. Since this is not accessible when the module is mounted in position, it is necessary to unscrew it from the mounting bracket, which necessitates removing the battery, refitting it and then placing the module in a position so that the LED can be seen such, as shown in **Fig 12**.

Please note that to enter diagnostic mode the gear lever needs to be in the Drive position and that this is not mentioned in the installation instructions. Follow the instructions in the manual under *Troubleshooting* to get into the self-diagnostic testing mode. Then go through the tests in steps 5 to 7, ensuring that the diagnostic LED goes on and off as described.



Fig 12 Module temporarily removed for diagnostic testing

Once again, the installation manual does not fully explain how to check the speed sensor. It states that you should jack up one of the rear wheels and then turn it by hand. I found I was unable to rotate the wheel by hand, I suspect because of the anti-lock differential action. Therefore, you need to jack up the car's entire rear and put it on axle stands so that both rear wheels are off the ground. You can also only get into the diagnostic mode with the gear lever in Drive, as mentioned earlier, and you can't start the engine unless it is in Park or Neutral. It's a catch 22 situation! The solution is to temporarily remove the cruise control light green neutral wire from the starter solenoid for this test. You can then enter the diagnostic mode as described before and start the engine. Having done so, it is then worth checking that you are actually in the diagnostic mode by pressing the coast button, which should light up the test LED. Assuming this is the case, put the car into Drive and the LED should flash on and off. If so, that is all the commissioning checks completed, before taking the car for a test drive. Don't forget to reconnect the light green wire back onto the starter relay and don't go for a test drive unless all the checks have been completed satisfactorily.

Road Test

Take the car off the axle stands, fit the cruise control module back into position, which will necessitate removing the battery to gain access. Refit the battery and ensure that all the wires in the engine bay and footwell are reasonably tidy. It is probably worth completing the test drive before finally tidying up the wiring under the bonnet and fitting the control stalk, just in case anything needs rectifying.

During the test drive, it is probably wise to check that the brake pedal disengages the cruise control almost as soon as you have activated it, as this is a crucial safety feature. I checked that the speed stayed constant up and downhill by testing it on a hilly section of the motorway. Also, check that the incremental accelerate and decelerate function work and the resume and set functions. All being well, it will all work as mine did at the first attempt.

Fitting the Control Stalk and On / Off LED

I made a special bracket using 0.9mm steel to mount the control stalk, as shown in Fig 13. Fig 14 shows the template I used for the basic shape. It mounts onto the two screws securing the indicator clamp and is further supported by a jubilee clip around the steering column. Dimensional tolerances on this bracket are well under a millimetre in some areas, so care needs to be taken when fabricating. It also needs to be quite strong as the stalk provides a long



Fig 13 Control stalk mounting bracket

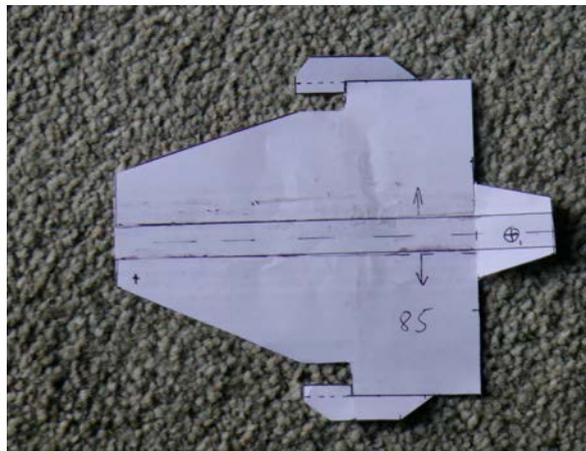


Fig 14 Control stalk mounting bracket template



Fig 15 Control stalk mounted on bracket

lever arm. The finished arrangement is shown in **Figs 15 and 16**.

Finally, a slot is cut into the steering column collar to take the control stalk arm, and it can then be refitted in position.

Completing the Wiring

It's now time to take the battery out again to give access to the wiring harness where it leaves the control module.

I extended the orange wire located near the control module to fit an LED in the car to show if the cruise control was on or off. I connected the new wire to the original orange wire with a straight crimp connector. I routed the wire alongside the existing wiring loom to the two four-pin connectors where I cut the wire and fitted male and female bullet connectors so that the wire could be broken there if necessary. The wire is then fed through the hole into the driver's cockpit.

To make a neat job of the wiring, I bought some split corrugated cable harness covering, similar to that supplied with the kit, but large enough to fit neatly over the top of the supplied tubing. I used the provided tubing to cover the wire loom from the Control Module to just past where the loom meets the speedo cable. I then used the larger tubing to cover both the speedo cable and the loom, thus providing support to the loom, and continued this to just before the four-pin connectors, as shown in **Fig 17**. The larger diameter tube could be pushed over the smaller tube's top, giving a neat join.

The brake reservoirs can now be moved aside once again. The hole through the bulkhead can be sealed with the supplied mastic and the reservoirs

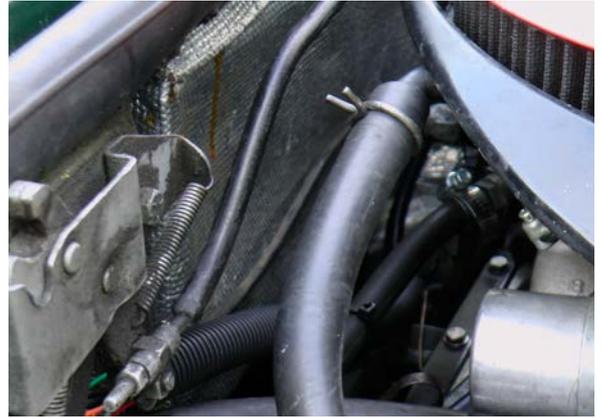


Fig 17 Wiring harness cover with split tubing.

bolted back in position.

It is now time to turn your attention to inside the car and tidy up the wiring there. If you fit a tell-tale LED you need to procure both the LED and appropriate series resistor (typically 500Ω for a 3mm LED, I used 1500Ω as I found it too bright otherwise) and connect it between the orange wire and 12V. I used the blue wire on the unused cruise control power cable as the +12V supply, cutting it off close to the plug.

It is then just a case of securing all the cables with tie wraps, refitting the trim and steering wheel. **Fig 18** shows the finished interior. You can see the cruise control lever on the left and three LEDs just below the fuel flap and oil warning lights. The centre blue one indicates if the cruise control is on. For information, the amber led shows when the radiator fans are on, and the red one indicates the heater air temperature setting.

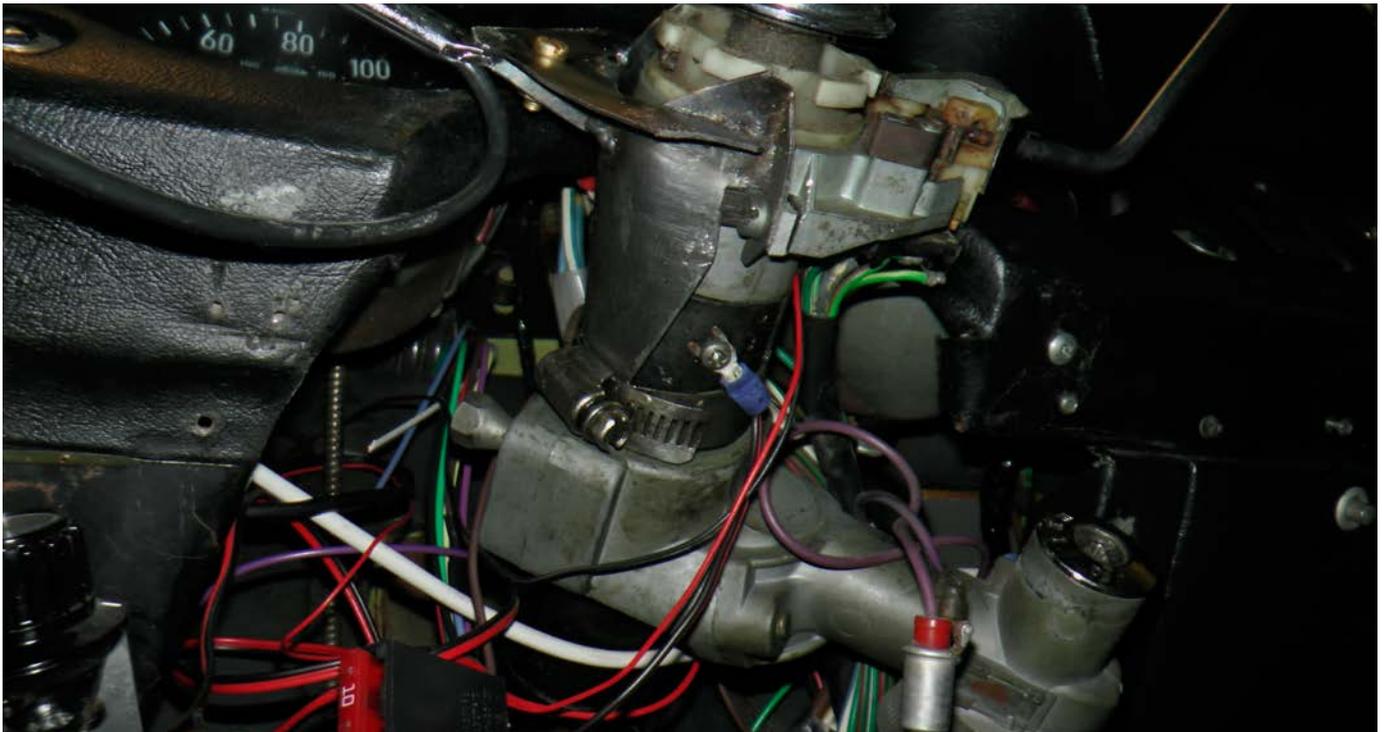


Fig 16 Control stalk mounting from underneath showing jubilee clip

Final Checks

It is now time to take the car out for a final road check. Once again you need a quiet bit of motorway or dual carriageway with a hill or two. The first check is to engage the cruise control at about 50mph and slowly increment the speed up using the accelerate button 10 times. Each press of the button should increase the speed by about one mph, so after the 10 presses, the speed should have increased to 60 mph. It is best to do this test using a phone or sat nav to give a true speed reading. In my case, the speed only increased by about seven mph. So I returned home to adjust the microswitches to change the pulses per mile from 8000 to 12,000.

Then back on the motorway, I repeated the above test and found that the speed increased by 10mph for 10 button presses. Success... but now, when going uphill, the car slowed below the set speed and then tended to oscillate between overshoot and undershoot. So it was off home again to increase the gain to high by adjusting the microswitches once again.

On the motorway again, the speed was held much better. I then set the cruise control to 70mph, touched the brake to disengage it, slowed down to about 45 mph, and pressed the resume button. The car accelerated smoothly to 70mph.

Switch Number	1	2	3	4	5	6	7	8	9	10	11	12
Value	Off	On	On	Off	On	Off	Off	Off	Off	Off	On	On

The final position of the microswitches is shown in the previous table.

Conclusions

The kit is of high quality, and the installation manual is adequate, apart from the couple of errors I have highlighted. Installation is relatively straightforward, but you do need to take care at times. Once fitted, you don't see it under the bonnet, and the control arm fits in well with the original switches and the interior decor. I am sure that it could be fitted to all Jensen models, but the clutch kit will be needed for manual gearboxes. If the gearbox is in anything other than a Torquflite, the magnet speed sensor that fits onto the propshaft will be required. My son has decided to fit one to his Jensen-Healey, and I expect he will give feedback in the magazine as to how he gets on. Since the Healey has a return spring on the accelerator pedal as well as on the carburettors, connection of the cruise cable will need careful consideration.

I contacted Tom at Kartronics a couple of times regarding the installation, and he was most helpful. The worst aspect of the installation was removing and replacing the battery about 20 times, but it was worth hiding away the control unit. It has all the modes I require, i.e. set, pause, resume and increment up and down, and operation is straightforward and smooth.

Tests to date have shown that it holds its set speed well, but this latest national lockdown has prevented extensive use. Overall I am delighted with it.



Fig 18 The new control stalk with all the trim refitted



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8-Track Radio

and Cassettes for Jensen Interceptors

Terry Granger tells us about how he added authentic in-car entertainment to his Interceptor MkIII

It all started while I was sitting in Rejen's garage's waiting room, where I saw a period radio / 8-track cassette player. It even had 'Jensen' engraved on the 8-track flap. I bought it, but the problem was that I didn't have any cassettes to play in it.

I looked on eBay, but either couldn't find what I liked or, alternatively, had to buy a boxful, with no guarantee as to quality. Then a friend told me that her son dabbled in old vinyl LPs, so she asked him if he could help, using his contacts. Not long afterwards, my friend gave me two tapes, Bob Dylan's *Blonde on Blonde* for £40 and Rod Stewart's *An Old Raincoat Won't Ever Let You Down*, as a gift.

However, upon trying them in the player, Bob Dylan disintegrated, and Rod Stewart sounded terrible. My friend's son gave me a few contacts who might help restore the cassettes, but they were more into restoring players rather than tapes. So I did a Google search and by a fluke of luck stumbled upon Graham Joiner of Audio Restored in Essex.

I explained the whole story to him, and he said that he'd be able to help. This is a common problem, as when the tapes get old the spring sponges that push the tape onto the recording heads dry out and disintegrate upon using them again. He said he could also service them to ensure nothing else goes wrong.

I also asked if he had a stock of old 8-track cassettes and he kindly sent me photos of his small stock, from which to choose. What surprised me was that he said he would only charge me £5 each to restore my two tapes and only £5 each for any from his stock, which he would service before sending to me. I told him he was not charging enough based on eBay prices.



I sent my two tapes in the post and asked if I could have three from his selection, Carole King's *Tapestry*, The Carpenters' *Close to You* and The Eagles' *One Of These Nights*. I said I would pay £10 for each, rather than the £5 he'd far too reasonably asked. I also asked if he had a tape cleaner, which he did. The £10 for this brought the total up to £50 with the two repaired tapes at £5 each. This was still ridiculously cheap considering I paid £40 just for Bob Dylan alone. He had thrown in an additional tape, Gladys Knight and the Pips' *Greatest Hits* when he posted it all back to me.



He also told me that the tape cleaners are not that good, and gave me detailed instructions, with a photo, on how to clean the cassette heads myself, using very long tweezers, cotton buds and special alcohol. I promptly ordered the necessary bits from Amazon and cleaned the radio, after which I tried all the tapes. They all worked, but on a few, the sound quality wasn't that good. But, hey, it's an old player with old tapes, so what should one expect?

The main thing is that with the windows down, I can not only hear the fantastic sound of my V8 engine but original 8-track music. What more can one ask for? I'm in heaven.

Thanks to Graham Joiner, Audio Restored, 52 Tennyson Road, Hutton, Brentwood, Essex, CM13 2SG. Telephone 01277 225316 or email graham@audiorestored.com

Question Time

One owner from new

LEAH GUILLIARD-WATTS INTERVIEWS
EDWARD HANDLEY

How many of us can say that we have owned our Jensen from brand new? Well, Edward can. I had the pleasure of virtually meeting Edward over the last few weeks, and he recalled the steps he took when he purchased his Jensen. He picked up his FF from Jensen Motors Limited in West Bromwich in 1970, on a similar snowy day to the one when I chatted with him. He still has it to this day.

How long have you been a member of the club?

I've been a member for 50 years.

Tell me about the owner behind the FF?

I am Edward Handley. I used to work in my family firm alongside my parents. We owned the brickworks that was a landmark in Croydon, prior to it being sold. I am now a chairman on the board of over 20 charities; I devote a large portion of my life to volunteering.

Why did you buy a Jensen?

I purchased the Jensen for no other reasons than its design, engineering and the fact that it was, and still is, a unique product. Also, my best friend, Michael Rawlings, would always say how beautiful the Jensens were. He had read the cars' reviews and would say "if you can afford it get it", so a few weeks later, we went to the motor show at Earls Court together.

Well, you know what happened next, we attended the show and low and behold, there were two beautiful glistening Jensens on the stand, one was a Jensen Interceptor, and the other one was an FF.

By the time I left the show, I had already decided I would buy a Jensen FF. I didn't say too much to my widowed mother when I got home as I knew she would have been aghast if she knew what was coming. Back then, she thought it might have been too glamorous, and that it might attract the wrong people, anyway, I ordered the car in 1969.

Did you go directly to Jensen Motors Limited to order your Jensen?

I went to a little firm near Croydon; it was often the Morris agents. It got in touch with Charles Hall

We meet Edward Handley and find out more about the owner, and the superb Jensen he has owned since January 1970



Edward Handley with JOC General Secretary Chris Reed. **Insert:** Happy Birthday to my Jensen

on my behalf. I think it had the franchise to sell Jensens in the London area. So I ordered a Jensen FFII, finished in silver grey with red interior with air conditioning and a Voxon Radio tape player.

Once the car was ordered, I paid a visit to Kelvin way in West Bromwich to look at the production line, that must have been in 1969. I was even more impressed with the car after seeing the JML production line. It was handmade perfection, extraordinary engineering.

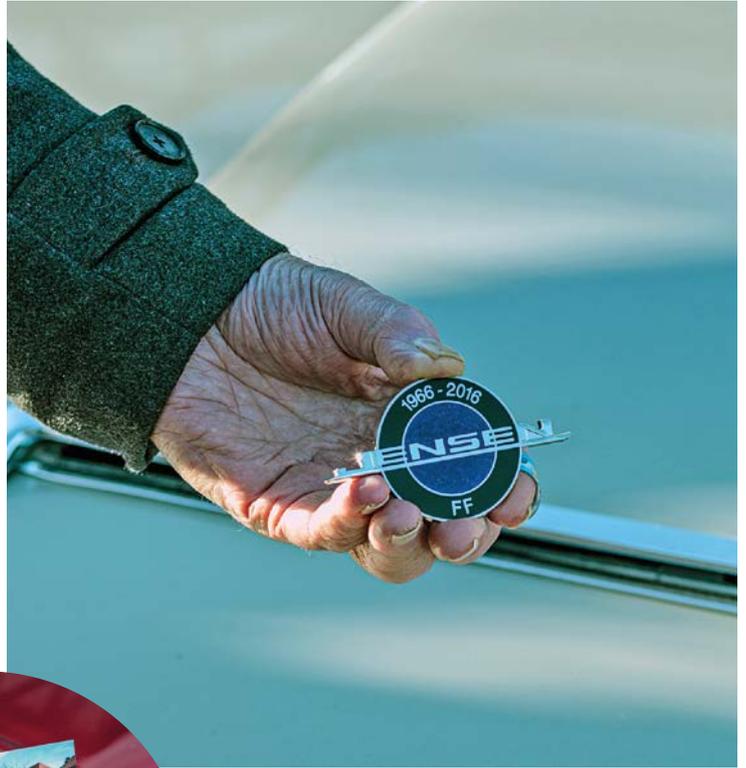
Did you pick up the car alone?

No, I took Michael, my best friend with me; there was no way he would have allowed me to go alone.

It was 28th January 1970. Michael and I took a train from London to Birmingham, then we got a cab to West Bromwich and Kelvin Way.

I picked up the car and we drove home. Michael suggested we stop and have some lunch somewhere, so we paused at a hotel. I don't know if it's still there these days. He said: "Right, you can pay for lunch; I'll drink but you mustn't". "Charming," I said. Anyway, we had lunch, I didn't drink, and we drove back down what is now the M1.

As we came towards the London area it started snowing, now was the time for me to test out the four-wheel drive. Everything went well other than that I couldn't get near the house because Crystal Palace football club played at home. Anyway, in the morning, I put the car in the garage, however, in the



Edward with his present from the JOC

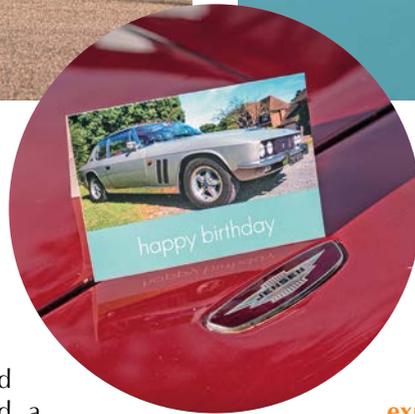
afternoon I seem to remember it was a beautiful day so I went for a drive.

Did the engineering live up to your expectations?

Put it like this; I had an unusual opportunity to test out the four-wheel drive not long after I purchased it. I lived on the edge of the North Downs, and there was a steep gradient called Western Hill.



Magnificent engineering





The imposing nose of Edward's FF

Going down Western Hill or rather coming up, people were struggling in the snow, so I was at the bottom, and I came up and very unwisely decided to overtake them all with my four-wheel drive. I don't think the other people were impressed; however, I was.

What did your mother think of the car once you purchased it?

My mother started talking about it to people, she would tell all her friends, so I took that as she approved of the 'glamorous' car.

You mentioned that you got married in 1973, did you ever think about trading the car in?

Not at all, I married my late wife Lynn, and we had some exciting journeys. It was used quite well; we travelled to Norway, Sweden, Denmark, Germany and France. I travelled to Edinburgh several times to visit family, all across Scandinavia, including many mountain passes and down through the Black Forest in Germany. The only time I stopped driving the car was when the Chancellor of the Exchequer put up taxation to 98p in the pound, and then Leah, we had an oil crisis. We had people manipulating the oil industry, so I couldn't go on because we had a period where petrol was rationed. I had fuel coupons, but they weren't much good for my Jensen. So I decided that it was ridiculous, and I bought myself a little Mini as a runaround. It was a sad time as Jensens like to be driven.





The new FF in snow 1970

Do you think Jensens still have a place today?

Absolutely, they were, and still are impressive looking cars. I mean, it's designed by Vignale, it's such a beautiful design, and it hasn't dated at all. It obviously isn't a Ferrari or a Maserati or something from today, but it still turns heads. I'm very grateful for that, does your ego good you know.

I believe you held a little celebration for your car?

>Edward laughs< Yes I did, I held a 40th birthday party for the car. I invited about 40 people round to celebrate with me in January. I invited all the people that had driven in the car with me over the years to the party. One of the guests was Ulric Woodhams, who has a vast amount of knowledge on FFs and my car.

How often do you get to take the car for a spin?

Sadly, as the years have gone by, the car is only doing the annual drive to the local garage for an MoT and the occasional family wedding, plus of course the photoshoot today. I would like to attend Hampton Court Palace this year alongside the club, maybe I will see you there.



Edward with the birthday certificate for his car in 2000

I would like to thank Edward Handley, Ulric Woodhams (Jensen Museum), Chris Reed (General Secretary) and Alex Lawrence (Photographer) for supporting with this article.



The Gradual Improvement of an Unrestored Interceptor

BY RICHARD GIBSON

Hi fellow Jensenians (although “Jensonians” probably sounds better, I have noticed that some people spell ‘Jensen’ as ‘Jenson’ and didn’t want to promote this aberration).

As readers of the club magazine may know, my gold Interceptor MkII has appeared from time to time in these pages, mostly participating in rallies around the Inverness area and attending the Hull International in 2019. You may even recall my article recording attempts to attend the International in Malvern in 2018, hampered by an alternator failure and resulting in an ignominious return home on the back of an AA trailer.

“All hail the AA, who transported my car, wife and I around 200 miles home”

Despite my car’s non-original golden colour, it has never been restored (to the best of my knowledge), just repaired; quite a few times, it seems, looking at the number of receipts in the files which came with the car, dating back to 1980.

During the late summer of 2018, with attendance at the 2019 Hull International in mind, I decided to have a bit of a closer look at the bodywork. I unsurprisingly found that the dreaded tinworm had attacked it, causing bubbling of the rear wheel arches, the lower front valance and the front offside wing, between the wheel arch and the gill. Now, normally I am fairly measured in my approach to car repairs, and (especially) their cost, probably due to my Yorkshire birthright and Scottish upbringing, but occasionally I have been known to give way to impulsive moments of recklessness.

In this instance, I decided to put the wire brush on my trusty drill (a 1970s vintage Bosch, still going strong) to remove some of the paint and look at the extent of the damage. There was some method to my madness, as I had put aside a repair budget for the car, having recently acquired some extra moolah from a maturing pension.

Anyhow, sure enough, the offside rear wheel arch was found to be made of filler, air and iron oxide at each end of its lower extremities, with an interesting repair between the door aperture and the wheel arch.

The nearside rear wheel arch was equally horrible and mostly filler all round its lower edges. I also noticed that both rear wheel arches had the steel lip loaded on the inside with filler. Interesting, but I’m unsure why this was done. However, on wire brushing further upwards on each wing, I revealed good clean steel above the edges on each arch, and (even better) on the offside wing, the centre of the wheel arch lip was original, clean, solid steel.

The offside front wing revealed a similar story with yet another pop-riveted steel patch covering a hole between the gill and the front valance, and about half a ton of, admittedly finely-sculpted filler, where the valance should have joined the wing.

The lower front valance had been tack-welded over the remains of the original valance (another interesting variation on body repair). It was, of course, badly corroded. The rear valance had a few small tinworm holes over the offside exhaust pipe, but was otherwise solid and clean metal. Oddly enough the nearside front wing was in good shape with no apparent corrosion. So, I now had

a Swiss cheese body and little or no panel beating skills, equipment or facilities, It was time to find a charitable but proficient restorer.

Having had previous experience when I owned a 1947 Armstrong-Siddeley Hurricane which needed a respray due to serious attack of pimples on the boot and bonnet (usually caused, I believe, by water in the original paint job that cannot be polished out), I knew not to bother trying any commercial body repair shops in Inverness. They do not seem to like old cars cluttering up their workshops.

I also discovered that panel beating and spray painting are two separate trades these days, unlike previously, when one man was trained as both, so a spray shop may not carry out any panel beating and vice versa. But, eventually, I found a local panel beater/spray painter who made a great job of the Hurricane.



Richard's Armstrong-Siddeley Hurricane, which had previously needed paintwork

Unfortunately, the painter who did the Armstrong was unavailable for the Jensen. However, a quick phone call secured the services of a vehicle restorer about 30 miles away, in Grantown-on-Spey, by the name of Jonathon Ogilvy. Jonathon knew the car as he had previously welded floor repair sections into it. Being a classic vehicle restorer, he was familiar with older cars and therefore had many vehicle repair skills and facilities.

He came around to my home and looked at the Jensen. We agreed on a budget for the repairs, to obtain any necessary body panels and a replacement windscreen (mine was starting to de-laminate) required for the job.

Before taking the car to Grantown, I stripped off most of the exterior fittings; bumpers, badges, sill covers etc. This exercise confirmed that the metal under the sill covers was good, with the receipts coming with the car showed that the sills had been previously replaced. They were sprayed the same gold colour as the car, proving that whoever changed the car's colour from a boring silver/grey to the more exciting gold must have done a thorough job.

Rear wing repair panels and a lower front valance were obtained from Martin Robey. According to Jonathon, it fitted perfectly with little fettling required. He was impressed by the Martin Robey panels compared to other pattern parts. We decided not to replace the off-side front wing as it was easier

(and cheaper) to weld in a steel repair section to fill the hole. The corroded front area turned out to be covered by the front valance section, which was pretty well non-existent under the paint. So, fortunately, there was no need for a new wing. The bodywork was repaired correctly with new metal welded in, where necessary, and without pop rivets.



Rear wing repairs underway on the Interceptor

After a bit of searching, I discovered that the cheapest way to obtain a new windscreen was through National Windscreens. It supplied, from Pilkington's, a Sundym screen (as original spec) to my restorer for about £360.00; excellent value. It refused to fit it though, as none of its fitters were experienced in fitting windscreens with rubber seals. In comparison, Martin Robey quoted around £460.00 for the screen, £100.00 for a crate (refundable on return) plus VAT and delivery costs. I did find that no-one would insure the transportation of the screen against breakage though.

I must admit I was a bit worried when the existing glass came out of the car, as to what the condition of the metalwork under the seal would be like. But this appeared to be in excellent condition with no corrosion around the opening lip or on the bulkhead top.

When the body panels were fitted, the car was resprayed with water-based paint and a lacquer finish. As the car's colour had been changed and I



Interceptor windscreen aperture

had no information about what it was called, I had to have it scanned by the only auto paint supplier locally who could do this. He only supplies water-based paint. I like the colour, so it stayed, and the paint sprayer did an excellent job.

While all of this was going on throughout the winter, I refurbished the wheels, changed the tyres, machine-polished the stainless steel sill covers inside and out, and generally cleaned and polished any other bits and pieces before re-installation.

The Interceptor was back on the road by spring and put through the MoT ready for the trip to Hull. After a largely

successful trip to and from the International, where the Interceptor came second place in the concourse, I took on board the comments regarding the pop-up glass sunroof fitted to my car. I also renewed the battery on the way to Hull, as it failed and turned out to be the wrong size. Once back home, I renewed all of the ignition system in a successful effort to eliminate an intermittent misfire that had developed en route to Hull.

This leads me to a word of warning concerning the ever-decreasing number of tuning specialists who know what a carburettor actually is. When replacing the ignition system, I was reluctant to change and set up the points as I could not find a gap setting. From experience, I know that there is only one business in Inverness willing to work on classic cars; all other tune-up shops need a plug for their dongle to access the ignition system. As soon as you mention carburettors, they shut down. Therefore, I took the car to the known specialist, who had tuned my Jensen before, asked him to fit and set the points and tune the engine. When I got the car back, it ran like a sick dog and had no go under load. I had the fuel filter and pump replaced, to little avail. Eventually, it ran, sort of, so £500 lighter in the pocket, I took it home. It is often difficult to find good service these days.

Apparently, despite being what I regard as reasonably age-relevant (late 1970s to 1980s), the pop-up sunroof does not seem to be well regarded and is certainly not as desirable as a Webasto pull-back canvas sunroof which, I believe, Jensen used to fit if requested.

I was somewhat ambivalent to the issue, in fact being a bit contrary by nature, the more people who dissed the pop-up sunroof, the more I thought I would keep it. However, fate intervened; as the vinyl roof on my car was starting to look rather moth-eaten at the edges, I decided to rectify it. The question was, should I replace it with or without a sunroof? This

question became more pressing last year when, one day, I opened the glass roof and the plastic hinges disintegrated due to age.

So, what to do? I could fit a Webasto sunroof as the hole required for this would need to be increased in size over that for the glass sunroof, or fill in the hole with a steel panel.

After much telephoning around the UK, I found a supplier who could supply and fit a Webasto sunroof. Unfortunately, he was based in East Anglia, and I am in Inverness, about as far away as possible. However, he could supply the roof in kit form for around £1500; I would then have to find someone to fit it, and they are tricky to do.

Jonathon wasn't too keen to fit the roof as he also believed they were a pain to do correctly with no leaks, and he isn't an automotive trimmer. So, I searched through my selection of business cards acquired while attending various rallies and found a car restoration company about 65 miles away, in Aberchirder, Aberdeenshire, called Ted Riley Classics, who would be happy to come to Inverness and have a look.

When they arrived, we discussed the sunroof installation (at a suitable social distance) and I mentioned in passing that I would have preferred to replace the hole with a steel plate. However, I did not know of any local workshops who had an English wheel and the ability to use it to form what is a subtle curve in both directions for the roof panel. Then there was the consideration of heat deformation of the roof when welding in the panel.

"Oh, we can do that," said Ted Riley. "We usually work on vintage cars and often have to make obscure body panels. It would be easier and cheaper than fitting the Webasto roof."

This was music to my Scottish-domiciled, Yorkshire-bred ears.

While waiting for an opening in Ted's busy schedule, I stripped off the old vinyl roof with some trepidation, not knowing what I might find underneath (if anything). I need not have worried as, apart from some surface rust where the vinyl roof seam was placed, it was hole-free. I cleaned everything up, gave it a dose of rust killer and sprayed it with etch primer. I then stripped the interior roof lining, having great fun in removing the mirror and other bits and pieces. Then it was on the phone to Martin Robey for a new vinyl roof and interior roof lining.



Interceptor roof before sunroof removed

I must admit to being a little horrified when I took the sunroof out to find that there was no actual physical attachment to the roof; it was just sandwiched between the edging trim plates. That can't be helpful to structural integrity. There was a bit of fun regarding the interior roof lining as, due to being in lockdown, the supplier was working with reduced staff and managed to stitch the lining with the flutes going side to side and not front to rear. A new lining was soon dispatched, correctly stitched this time.

I drove the Interceptor, along with the new parts, through to Aberchirder, where the voltage regulator failed as I arrived, leaving the battery flat. The car still ran like a sick dog virtually losing all power over 3000rpm and when climbing hills (this was the first significant outing the Interceptor had made in 2020 due to lockdown). I left the car at Ted Riley's for its new roof section, and a new voltage regulator was obtained for him to fit. This was another problem solved.

Ted also tuned up the engine for me, discovering that the last tune-up place had swapped two of the plugs around to the wrong locations and set the distributor dwell angle in a completely incorrect position. I won't be going there again. It is now running beautifully and charging correctly.

Ted's steel plate endeavours were excellent. The panel was "wheeled" to the correct profile for the roof then a joddled lip was put in around the edge. The original idea was to drill holes at regularly spaced intervals around the joddled edge and in the roof, then plug-weld them at opposite locations, allowing the welds to cool to limit heat distortion.

However, when the panel was trial-fitted, a new idea was formed, and the panel was not drilled nor welded. Instead, it was glued into place using a high tech automotive bonding agent, as used in the manufacture of modern Jaguars, Alfas etc. This meant that no heat was used; therefore, no distortion was caused (the roof steel is very thin). This is a great idea, and the roof could even have been painted if required, showing no sign of the repair.

My car was having a new vinyl roof fitted though, and there is no trace of the repair inside or out with the new headlining in place.



The roof after the panel was fitted, before the vinyl roof application

I am glad I decided to do things this way as, apart from the Webasto roof costing over double the steel panel roof, it would have meant losing the fluted roof lining, which I really like. The Webasto would have taken up nearly all of the roof space.



The finished roof, now with no sign a sunroof was ever fitted

Thus my Interceptor MkII is now looking and driving much better. Is this the end? Of course not, this is a Jensen Interceptor after all. When I got home, I replaced all of the interior fittings, after giving them a good clean and again fighting with the interior mirror. Things were looking good. Still, the gear lever panel was now looking tatty and the electric aerial had stopped working. These had to be sorted.

The gear lever panel was removed, a relatively straightforward job, as I've done it before when I replaced the electric window switches. The old vinyl was taken off, along with the crusty foam underneath. A new matching piece of vinyl was acquired and new foam glued in place. That was the easy bit. While the gear panel was out, I decided to remove the 1980s' Sharp radio cassette. It wasn't original and I no longer have any cassette tapes. Using a combination of wiring diagrams, as I could not find a specific one for my car, I worked out how the system worked while discovering that the rear speakers had been removed. This was not a problem for me as, with a V8, who needs music?

Although I'm no great music aficionado, I didn't want a hole in the dash so I found a supplier online who furnished me with a retro-style spindle-type DAB radio for about £200.00 (a lot cheaper than the refurbished originals). I fitted this after blowing a fuse or two and frying the wire to the under-bonnet lamp, and even got the electric aerial working again for use, with an adaptor, with the DAB radio. It was fantastic, giving oodles of stations.

Once that was in, I replaced the renovated gear panel but am still not happy with the electric window switches, which, I think, protrude upwards too far or, if pushed down, catch and stick so do not work properly. But they're a job for another day.

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AREA COORDINATOR

BY ADAM FISCHER



Hello. I hope this reaches you well in these trying times. I'm sure we have all lost parts of our lives to this horrible virus, but looking on the optimistic side, I feel progression is making excellent headway compared to where we were a few months ago. With the multiple vaccines being developed and administered in vast quantities globally, we can rest assured that there is light at the end of the tunnel. Life will return to what it was, with the highly missed area gatherings, shows and road tours. There is hope.

As some of you may be aware, Brian and Joan Raper decided it was time to pass their baton onto fresh hands. They have contributed a vast amount of effort into organising events and promoting the club over many years, which deserves an enormous thanks from us all. David and Jan Devine have kindly offered to keep the area going, which is very much appreciated.

West London and Thames Valley's new email address is WL-TV@joc.org.uk for any enquires.

Now for events. We have news of the Abingdon Air & Country Show and Cranleigh Lions Classic Car Show, with expected dates. Upcoming events are listed on page three again; our editor had removed them as most of the events had been cancelled due to COVID. However, let's hope we can start attending them this year.

However, I'm sure you'll all appreciate that as much as the event organisers want to get things and running again, there is still uncertainty this year, so please check with the Area Representative or events organisers before attending any event.

Until next time, stay safe and happy Jensening!

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if interested contact Areas Coordinator for details

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JOC Technical Advisors

The following members have volunteered to try and solve any problems that you may have with your Jensen. Do take advantage of this service but remember to call at a reasonable time of day. You can of course, write to them if the problem is not urgent.

Jensen Interceptor

Alan Smith.....01380 726876
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WEST LONDON & THAMES VALLEY

BY DAVE AND JAN DEVINE



It was in May 1999 that we made a Jensen trip to Guernsey. We didn't know anyone, but we all had the same interest in Jensen cars so we knew we would enjoy it. At dinner, on the first night, we were wandering around the dining room looking for somewhere to sit when a voice said: "come and sit here with us". It was Brian and Joan Raper; they adopted us, and it was the start of a great friendship.

Shortly after, Brian became the Area Representative for the Thames Valley region, and as we didn't have one in West London, we signed up with them. As time went by, Brian's brilliant management attracted other Jensen owners from far and wide and so was born the very successful area we have today, over 20 years on.



Thames Valley weekend in Bude

We're sure all our members will agree that any help or advice needed was readily available by phone and at our monthly meetings at the pub (and we've been to a few of them over the years). There was always an excellent Christmas party welcoming old and new members too.

Jan and I are proud to have inherited an area that consists of members from London, Surrey, Oxfordshire, etc. All of us send our thanks for all the time and hard work Brian and Joan have put in over the years. We will do our best to live up to your accomplishments, you two.



Brian in Bude



Membership Matters

Darren Barnes, Membership Secretary, Email: join@joc.org.uk or Tel: 07973 961640

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

Last year was probably the strangest year we have all had to manage, whether you are a key worker or you've had to shield due to health or age. Many of our cars didn't move, and this year is beginning to look just the same.

I moved the 541 regularly but just as a quick run around the block or a garage warm-up exercise. The money I've saved on fuel and events over the past 12 months has allowed me to put in a few modern improvements such as a Dynator alternator and electric power steering. Any advice or suggestions would be welcome, so drop me an email.

After my restoration guru Graham Green's passing, the Old Lass (my early Interceptor convertible) has been sat in my garage for what seems like an eternity. Still, there is now some light at the end of the tunnel. After visiting many workshops over a large area (while out of lockdown), I have selected a local company that came highly recommended from a long-standing JOC member who uses its services regularly. She will be moving over there very soon. I'll keep you posted on progress.

Membership has taken a bit of a dive this year due, I'm sure, to the pandemic. With many members

just taking time out, or those who have had to sell their cars because of a drop in income or health issues, I won't know precisely for a little while, but I'm anticipating possibly as much as a 10 per cent drop. I hope this will be just a temporary blip and when things settle down, we should recoup the members.

If you have any concerns regarding your membership account, please feel free to email me on join@joc.org.uk

New and re-joining members since my last report

*9947	R Prenter	Scotland
11044	P Birkhead	West Yorkshire
11046	K Boyd	USA
11047	M Beasley	West Sussex
11048	P Guliver	Dorset
11049	P Stabbins	Wales
11050	P Begley	Bedfordshire
11051	A Obeid	Oxfordshire
11052	R Del Portillo	USA
11053	M Ott	France
11054	S Beacham	Bristol
11055	A Burns	Cheshire
11056	G McGaan	Bristol
11057	G Buckingham	London
11058	S Woodhouse	Essex
11059	D Childs	Shropshire
11061	M Donnelly	USA
11062	T Millward	Hertfordshire
11063	T Geiger	Germany
11064	M Gabbertas	Gloucestershire
11065	G Way	Berkshire
11066	R Boworth	North Yorkshire
11067	D Leyshon	Surrey
11069	D Fritz	Australia

* denotes a previously lapsed returning members

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

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New Members

The people who have joined since the last issue of Jensen. We welcome you all to our club.

DAVID CHILDS

CAR: Healey MkII

YEAR: 1973

COLOUR: Tangerine

I'm the fourth owner of my Jensen-Healey MkII, but only the second to actually drive it on the road. It was built in 1973 and registered in 1974. The colour of the car is either orange or tangerine, I'm not quite sure which. I am really looking forward to being part of the club.



MATT BEASLEY

CAR: MkII FF

YEAR: 1970

COLOUR: Cassis

I've recently become the proud owner of a 1970 MkII FF, a car which some of you may already know. Its registration is CEA 4J.

The car had been owned by Ricardo PLC for the last 25 years, which happens to be the same length of time I've worked there. It's been off the road for the last five years, sat in the back of a warehouse due to other business priorities. It was previously used for company events and displayed in the reception areas of our UK offices, including our Midlands site (formerly FFD).

In 2015 it was retired off due to a seized rear brake calliper and carburettor issues. So, long story short; myself and a colleague bought it from the company at the end of last year. So far, we've rebuilt the seized rear calliper (with its very fiddly seals) and got it running sufficiently enough to relocate it. I'm now in the middle of overhauling the carburettor. Given the state I found it in, I'm surprised the car was running at all. The photos of the car were taken recently, it's in need of some TLC but still looks great.

We're working our way through the many folders of history which came with it and have found some fascinating documents along the way – including letters between Tony Sheldon of Ferguson Research and Richard Graves of Jensen. Also, there are several loan agreements from when it was a factory demonstrator, including one to journalist Jack de Manio and another for use by the BBC's *Horizon* in early 1971.

So far, our plan is to recommission the car ready to use over the summer, maybe tidying a few of the cosmetics along the way. The current lockdown is hampering progress, but we've made a start. I also own a couple



of classic Porsche projects, so this is quite a departure from my usual air-cooled tinkering. I've had to invest in an imperial socket set for a start!

THOMAS GEIGER

CAR: Interceptor

YEAR: 1974

COLOUR: Grey

My name is Thomas Geiger, and I am a vintage car enthusiast, living in the greater Stuttgart area. The Jensen is one of several cars older than 30 years, in my current carpool

I am still quite excited to enter the Jensen world. Due to current weather conditions in Germany and personal workload, I have not spent much time with my Interceptor so far. Nevertheless, I managed to take a



picture with the new plates on two weeks ago, catching the only sunny spots for weeks.

Beside Porsche (clearly linked to my hometown), I like British manufacturers and models, especially from the 1970s and 1980s, such as Jaguar, Range Rover and Land Rover. Therefore I have a good understanding of owning, driving and keeping such cars on the road. By the way, all are registered and in use.

I prefer to drive cars regularly rather than keep them as 'museum pieces'. I set my own rule many years ago; if I do not do at least 2000km per year in two consecutive years, I will sell a car.

My Jensen was registered on 15th September 1974. Beside an Edelbrock carburettor, the car is pretty much in original technical condition and drives close to perfection.

I am looking forward to staying connected with the JOC and doing my best to contribute to club life plus participate in events as soon as it is possible again.

SAM WOODHOUSE

CAR: 541 Deluxe

YEAR: 1957

COLOUR: Imperial Crimson

I am looking forward to being a part of the Club and hoping to become an active member. My car is a 541 Deluxe from 1957, in Imperial Crimson.

I purchased it in June 2019, and I was fortunate to get the registration number TLR 634. The car had only had two owners in its life, and was for sale in Herefordshire belonging to a collector. He re-did many parts during his ownership, which means that the car is pretty much on the button with only the paint needing a touch-up. It came with a file with invoices back to the 1960s, plus the original manual/handbook.

My neighbour is the owner of an Interceptor, and he encouraged me to join the club after my purchase.



MARK GABBATAS

CAR: Jensen Interceptor

YEAR: 1973

COLOUR: Blue

Thank you for welcoming me to the club. I bought my Jensen in 2016 from Cropredy Bridge Cars (CB). I have always lusted after one of these. It's the typical blue MkIII, although it used to be Oakland Green with a brown vinyl roof. While researching the car, I discovered that the Oxford Diecast model Jensen was the original version of my car, with the same numberplate. Spooky.

The car had been pretty well restored fully by Cropredy. I had the cooling system, fans, radiator, gearbox seals, and numerous piping bits replaced (sound familiar?), so I am looking forward to enjoying the car even more now.

I have also just had some work done on the upholstery. The car uses Falcon tyres, which may not be the best ride ever as they are relatively low profile. Thus I may chop them in for some Dunlop ones at some stage.

The picture of me in the car is from when I collected it, and had my first drive away from the garage.



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

Servo assemblies

Prices shown for reconditioned unit - Ex

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

Master cylinders

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

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

Girling replacement cylinder to replace the original Dunlop tandem cylinder

Interceptor MKI/II Girling 7/8"

Interceptor MKIII Girling 1"

Interceptor MKIII FAG

Healey sports Girling original

Master cylinder seal kits

CV-8/Interceptor MKI to 1968

Interceptor MKII 7/8"

Interceptor MKIII Girling 1"

Healey sports

Piston/cylinder

Prices are per single assembly

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

Caliper seal kits

Prices are shown for axle set of seal

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

Caliper pistons

Prices shown per single piston

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

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Driving with the Drop-top down

BY ROB HEYDON - JENSEN-HEALEY/GT REGISTRAR

It has been a couple of issues since I last wrote an article, so I thought it time to put pen to paper again. Firstly, I hope everyone is healthy and managing to cope with the various states of the lockdown the majority of us find ourselves in around the world. Let's hope things return to some degree of normality soon.

We've had some very interesting Jensen-Healeys being offered for sale over the last few months, with a couple of them being sold for well under what I believe to be their true worth. The first one that caught my eye was a MkI, chassis number 10423, sold in September. This car was delivered on 3rd November 1972 from the Jensen factory to the Jensen dealership Charles Follets in London. It was the first prize for the Miss London 1973 contest, won by Juliet Freeson. The car ended up being purchased by a man living in the Swindon area, just a few miles from where I live. It is in pretty good original condition apart from a colour change from yellow to red.

Fewer Jensen-Healeys were offered for sale last year via Classic Car Auctions. In November a very nice, original MkII Jensen-Healey came up for sale. A three-owner car from new with less than 22,000 miles on the odometer and a full history, it was sold for a little over £12,000 with auction costs. Well bought and a real bargain in my book.

In December a very good looking MkII was sold for a fraction under £6000. The car was bought by club member Eric Cannell to add to his collection of Jensen-Healey and GT cars. Also in December, sold on a well-known internet auction site was a low mileage, very original MkII car with less than 30,000 documented miles on the odometer. The car went for

a little over £10,500. Another very good purchase I feel.

Also, our Editor has purchased a beautiful red Jensen-Healey which requires some restoration that will all be undertaken in-house. The car was originally intended for delivery and sale in Australia but the order was changed. This delay may have resulted in the car remaining unsold for several months and passing beyond the August changeover in plates, hence its 'N' registration.

If you have recently acquired a Jensen-Healey or GT please drop me an email with the vehicle details so I can update the club database. Also, if you have a Jensen-Healey or GT that you are thinking of selling please let me know. I do know several people interested in buying.

The restoration of my own car has progressed steadily over the last few months. I had the car back from the paint/body shop in the middle of November. It looks very good painted in the same bright yellow I had the car finished in when I restored it back in the early 1990s. The rear axle has been fully rebuilt,



the rear brakes have been rebuilt and fitted to the axle, and the whole assembly is just ready to be fitted back onto the car. The front and rear suspension components have been powder-coated black and fitted out with new Superpro Poly suspension bushes.

The first item I fitted back on the car was the fan blower motor which I'd tested on the bench beforehand. Next was the heater box, but this required an overhaul before refitting. The heater box I used came from my donor car and I didn't know if the heater matrix core was any good or not. I had it pressure-tested at a local vehicle radiator restorer before refitting it into the heater box. I removed the baffle plates, treated any surface rust with rust-killer, and then primed and sprayed the components to match the rest of the box. I had to replace the foam inside the heater box as the original had deteriorated to dust.

The next job was to refit the wiper motor and mechanism. I'm not sure if this was originally done but I applied a little sealant around the holes that the



wiper wheel boxes protrude through, to make sure they stay watertight.

Still to come is sorting out the wiring loom and getting that installed. After that I'll fit the steering column and peddle box. Things are slowly moving in the right direction; I'd just like the weather to warm up a little. It's no fun working in a freezing cold garage!

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In house we have skilled technicians to undertake re-fabrications to fully restore bodysells both making and fitting new panels, paint shop through to mechanical rebuilds, interiors, upgrades and refits.

📞 TALK TO US 01508 558817

If you would like your Jensen restored or improved or you are looking to acquire a Jensen then please talk to us first as we can also source project cars and often have some in stock for sale.

We will come and inspect your car, provide you with an estimate and collect and deliver with a trailer.

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REGALIA

Rajmattie Mangroo

JOC Regalia Secretary

Phone: +44 (0) 7740142583

Email: regalia@joc.org.uk

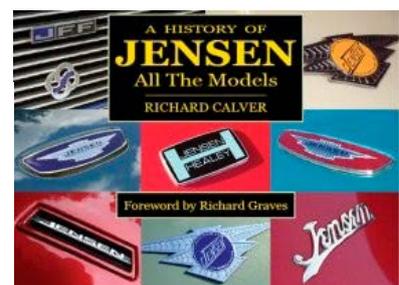
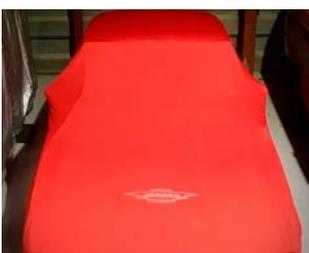


The Jensen Owners' Club Regalia Shop and Clothing has been running for over 15 years plus and with every passing year—we aim to bring you fresh and new merchandise as well as some of your old favorite. We have endeavor to keep the prices to our members below the Retail Market Price where possible.

We stock an array of items such as:

- ⇒ Richard Calver—All the Models; Jensen Genome & Service Bulletin;
- ⇒ Workshop Manuals; Handbooks and Parts Catalogues;
- ⇒ Wire Diagrams; Models; Custom made Over mats; Custom made car cover: and Metal Polish
- ⇒ Grill badges, Pins, Cufflinks, Ladies Leather Handbags' and Men's Leather Wallets
- ⇒ And much more

Check out our new site at: <https://joc.org.uk/shop> and for our range of clothing this can be found at: <https://www.totalclothingshop.co.uk/joc>



LETTERS to the editor

Interceptor in Competition

Dear Editor

I was recently given this photograph because of my connection with Jensen Motors Limited. I thought it was interesting because it is unusual to see Interceptors in competitive motorsport events, especially today when we generally just see them in static show situations. Still, this period photograph of one being driven enthusiastically is, I think, rather lovely. The picture was taken by Mike Dodman at Woburn Park hillclimb in August 1969. The driver was Clive Oakley, the car's first owner.



Clive usually campaigned a Cooper-Daimler V8 single-seater around the hill climb and sprint circuits. On this day, it's assumed that the single-seater had failed, and the Interceptor was a last-minute substitution. Mike has an extensive and beautifully catalogued collection of photographs from 1968 to 1973, all taken at minor motorsport events in the UK. While some were published in the motoring press, this photograph has not previously been seen publicly, and Mike says it was the only time during this period that he witnessed a Jensen in competition.

The car is a Vignale-built example, chassis number 2547, which left the factory in May 1967. Its colour was Crystal Blue with black trim.

The cynical among us might say the Vignale vehicle was an ideal candidate for competition, as by that point in its life, it was probably already lightened from rusting.

Dick Peckover

Dear Editor

Just going through my Jensen magazines and other literature, and I thought I would take some photos of them, in case the members might like to see them. They are not all in order or complete; I'm sure the missing ones are somewhere in the house. There is one issue, from March/April 2007, that includes Vinnie Jones doing a TV commercial for the RAC breakdown recovery service. I also have Issue 1 from summer 2005. Looking through the magazines, how they have changed through the years, especially the back covers. I bought my first Jensen Interceptor, a MkIII 7.2-litre back in August 2005. I now have a 1974 Interceptor MkIII 7.2-litre, purchased in 2019.

George Mcnamee



Missing Banner Sought

Dear Editor

I am looking for the whereabouts of the banner pictured, it should be in the club archive. If anyone has the banner, please can they contact me via johnlane51@outlook.com

John Lane



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CLASSIFIEDS

CARS FOR SALE

- **Model:** Jensen-Healey Convertible
- **Year:** 1975
- **Colour:** Off-white
- **Current mileage:** 82,000 km / 50,952 miles
- **Location of the car:** Athens, Greece
- **Engine:** Lotus 16v, 1973cc, 150bhp
- **Manual/Automatic:** Manual
- **Price:** 23,000 Euros

Previous owners: Just one. The car was originally purchased in Greece and remained at the hands of the same owner until recently, when he passed away, and it was given to my friend.

Brief description of the car: The car is in a perfectly operable condition. Any restoration required throughout the years has been done by using only original spare parts. Apart from the hard-



top, the car also comes with an additional brand new leather one. My friend received it along with a complete maintenance record file, so there is a full track of the car's history. This I can scan and send it digitally whenever requested. The last service of the car was in December 2020 and included: new shock absorbers, entire exhaust replacement, four new tyres, new battery, new drivebelt and replacement of other secondary belts, new petrol pump, new brake pads (front & rear), ignition and alternator service, carburettor cleaning, antifreeze & brakes fluid replacement, new oil, air and gas filters, and engine oil and Valvoline lubricant change. The best way of contact is first by email, through which a direct telephone appointment can be arranged due to work commitments. Prospective buyers can write to me (Sophia) at: sofiajazzsj@gmail.com



CARS FOR SALE

- **Model:** Jensen GT
- **Year:** 1976
- **Colour:** Cheviot Brown
- **Current mileage:** 30,000
- **Location of car:** Warwickshire
- **Price:** £15,000

Brief description of the car: Jensen GT 1976, one of 218 right-hand drive examples out of a total of 511 built. The car has done 30,000 miles and is finished in Cheviot Brown (only 37 were finished in this shade) with a desirable factory sunroof and Corduroy interior. The car runs well and underneath is sound, but the body needs some attention. There are several receipts of past work, including an older restoration by Martin Robey and MoTs, owner's manual, spare keys, etc. The car is currently located in Warwickshire, but as I am living abroad, I am unable to provide the advert with a current photo. However I can provide photos upon request. I will be sad to see the car go, however due to unforeseen circumstances I am forced to sell. For further information, please contact: jhartop@astonriviera.ch



PARTS WANTED

I am looking for some parts for my MKII/III Interceptor. They are:

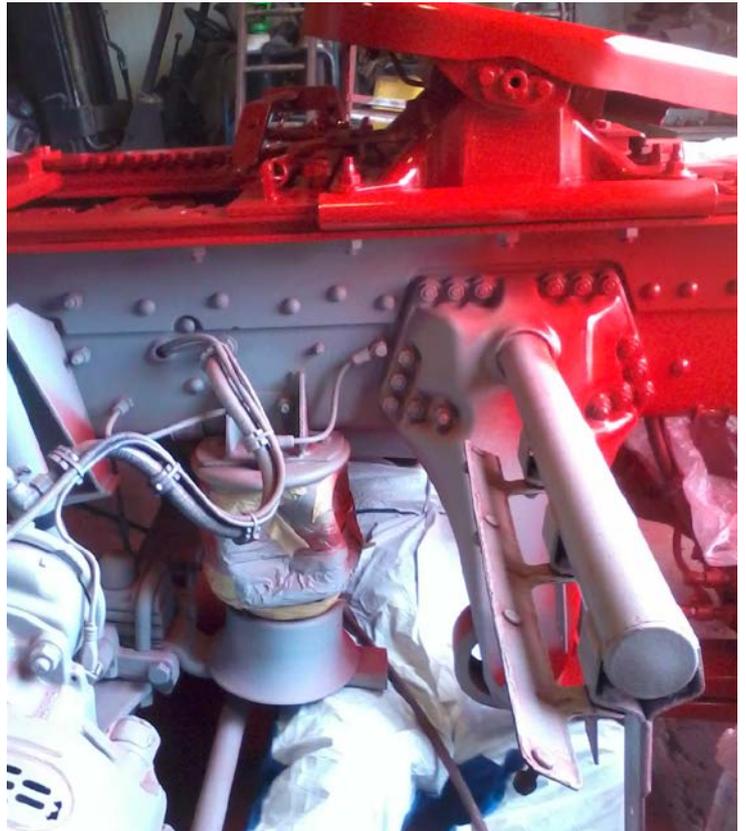
- Dashboard with a set of instruments
- Dashboard passenger underneath, the curved and side panels
- Driver's side window glass
- Two door panels
- A set of brake fluid reservoirs and master cylinder
- Engine bay fuse panel and relays
- Pedal box with brake and accelerator pedals
- Radiator

I am also looking for a decent second-hand bonnet, either plain or with louvres and second-hand front nose cone panels. Contact: Simon Drachman, 07956 657186

Jensen Interceptor SP MKIII year 1973

- Front and rear bumpers, complete, good condition, **£950.00**
- Front and rear seats, good condition, **£950.00**
- Boot carpet in black, good condition, **£100.00**
- Pair of rear tail lamps, complete with gaskets, good condition, **£300.00**
- Four headlamp retainer rings, good condition, **£100.00**
- SP front grille badge, blue colour, good condition, **£200.00**
- SP rear badge, black and blue colour, good condition, **£275.00**
- Pair of side pillar badges, white J motifs on a black finish, good, **£275.00**
- Pair of rear quarter panel Jensen script badges, good condition, **£200.00**

Contact details: Ciaran Reilly email addis.s@btinternet.com



MAGAZINES FOR SALE

Set of JOC magazines from 1983 to 2020. A valuable reference source for looking after your Jensen, including dozens of articles on how to restore, repair and maintain your Jensen-Healey, written by myself. Any reasonable offer considered. Contact: David Booth on 01244 336331 or djb45g@aol.com

NUMBERPLATE FOR SALE

I have a personal collection of numberplates and am now selling them as I no longer collect. One of the numbers I have on retention is FF10NLY, and I thought this might appeal to an FF owner for its originality. If any member is interested, please do not hesitate to contact me on 07973 843560 or email lordstanleyperry@gmail.com.

PARTS FOR SALE

K&D Jensen provides a wide range of quality new and used Interceptor parts with worldwide shipping daily. We are also home to many unique upgrade and hardware kits. Visit our website www.interceptor.org or give us a call 425 788-0507 (Eastern time in the U.S) We look forward to hearing from you.

ANNOUNCEMENTS

Your attention is needed before you travel

If you are planning on travelling to the EU this year, there have been significant changes to the documents and requirements for travelling abroad, now that the transition period for the UK leaving the EU has ended.

Below is a list of some requirements for you to consider before travelling:

- Obtaining a Green Insurance Card. This is a document you can request from your insurer to make sure you have valid vehicle insurance cover in place when driving abroad.
- Currently paper licenses are no longer valid in the EU, only photocard licenses are accepted. If you have a paper license you can apply for an International Driving Permit (IDP) at a post office.
- Number plates with the EU symbol no longer exempt you from displaying a GB sticker. Therefore, you need to ensure your car either has the up-to-date GB style number plate or a GB sticker attached to the rear.
- It would be beneficial to take out an independent travel insurance policy in addition to the EHIC card.

For further information on driving abroad, please see <https://www.gov.uk/guidance/driving-in-the-eu>

How to submit articles

If you would like to contribute to the magazines here are the guidelines for how articles and images should be sent to the editor.

Please submit your article on time:

- Please create your article in a word file
- Save the file with the name of the author
- Please state in the article where you would like your images to be placed
- Please create a list of all the images to include in the article at the bottom of the article
- Digital photos would benefit from being taken at the highest mega pixel resolution supported and sent via WeTransfer to editor@joc.org.uk
- All photos should be saved with the caption you want published within the magazine e.g. Image 1 – My car at the show

Please send your article to the editor via the Jensen Owners' Club website: www.joc.org.uk > Select 'The Club' option > Select 'Magazine' > Select 'Magazine Contribution/Feedback' > Select Contribute.

Disclaimer

The ideas and opinions expressed in this publication are purely those of the contributors and should not be construed as the policies of the Editor, the Committee, or the Club. Whilst every care is taken to ensure the information in this publication is correct, no liability can be accepted by the authors of the Jensen Owners' Club magazine for loss, damage or injury caused by errors in, or omissions from, the information given.

Publication

The Jensen Owners' Club magazine is published bi-monthly on the 1st of each month starting in January. **The submissions deadline for the May/June issue #277 is 1st April** and these must be sent to the Editor only. Articles for the magazine are welcomed for publication by the Editor, together with electronic copies of photos which are preferred to maintain the highest printing quality. The Club endeavours to take good care of all material submitted, but cannot be held responsible for loss or damage, nor can it guarantee a specific publication date. Advertising is accepted on the basis that there is no guarantee of a specific publication date and that the Club has the right to refuse or withdraw advertisements at its discretion, nor does it accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

Digital copies

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

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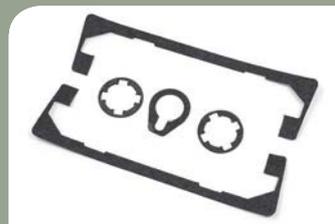
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