



FULL OF CHARACTER and pleasant to drive, the latest Jensen lacks the sleekness which it deserves.

THE JENSEN C-V8

By S. C. H. DAVIS

A Chrysler engine developing 330 b.h.p. gives a vigorous performance, with brakes to match, but not at the expense of comfort

THE latest Jensen, a car with vigorous performance to be handled with due respect and appreciation, has the luxurious comfort and the intriguing equipment which the big, expensive, modern car seems to have by right. This is not a car for those with limited motoring experience, nor for anyone with no understanding of mechanism and its ways, whose main object is to travel from one place to another.

More than six litres of a Chrysler, V-eight-cylinder engine give that great reserve of available power which expresses itself chiefly in fantastic acceleration without apparent effort. One can thus attain 100 m.p.h. with deceptive ease, making it necessary to rely on the rev-counter, at least until one is

SPECIFICATION

Engine: Eight-cylinder, 108 x 86mm., 6,276 c.c. R.A.C. rating, 58 h.p.

Gear ratios: 7.50 to 4.44 to 3.07 to 1.

Length, 15ft. 4½in.; width, 5ft. 7½in.; height, 4ft. 7in.

Ground clearance, 6in. Weight, 3,248lb. Turning circle, 38ft. Fuel tank, 16 gallons.

Price: £2,888, plus £603 4s. 7d. tax = £3,491 4s. 7d.

thoroughly accustomed to the car. One can easily spin the rear tyres when re-starting on the 'green' of a traffic light with a shade too much zeal.

But, handled properly by experience, this car can provide all the real thrills of modern motoring in perfect safety. Taking a fast curve fast is a joyous affair. A 400-mile run would seem both simple and comfortable, even if taken without rest. The cruising speed might be as high as 70 m.p.h. Maximum is much more than 130 m.p.h., according to the car tested, and that without discomfort, physical or nervous, to the three passengers.

Disc brakes all round give the power needed for the performance, provided, once again, they are used with judgment. Twin brake cylinders ensure that one cannot lose brake power entirely. The lever hand-brake is not effective, save as a means of holding the car stationary.

Steering is both high-geared and becomingly definite. Though it is hard work to manoeuvre at very low speed, one has just the right sense of control when travelling fast. Suspension effect can be altered while running. Consumption of fuel can be reckoned at 16 miles to a gallon.

All seats are really comfortable with sufficient leg room, and the front seats have an adequate range

of adjustment. As befits such a car, there are plenty of instruments. The screen wipers have two speeds and a good electric washer which is effective at high speed. Hot or fresh air can be provided as necessary.

Between the front seats is a large box for odds and ends. The ashtrays are large, and the demisting system will clear the rear window. The automatic gear works smoothly so that the changes of ratio are noticed only as a variation in engine speed. Here again judgment is required, lest the very smoothness of the engine should tempt one to use the 'kick down' change to a lower ratio when the car is travelling too fast for that gear ratio.

Since the body and bonnet are of fibre-glass, the latter, though large, can be opened with ease, though it cannot be shut without using the special locking gear to make it safe. Another interesting detail is that the fuel filler can be opened from within the car, but if anything fails there is an additional control for it within the luggage compartment. The latter, by the way, is larger than it looks.

I would like a little more attention given to the car's lines to add that sleekness which the continental designers achieve and which the car deserves. But, this is certainly a car with abundant character and one which is a genuine pleasure to drive.

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