



# The Anglo-American

If your bank account can take a withdrawal to the tune of £5,500 to £6,500 the Jensen is for you. For that tidy sum you can talk in the terms of limited slip differentials, panhard rods, 11 $\frac{1}{4}$  in. servo discs (four), tachometer, radio, wood rimmed alloy wheel, top speed of 140 mph and standing quarters in 15.5 secs. But luxury and ease of motoring are the keynotes of this car.

Although the test car had covered 10,000 miles the piston seats had lost little of their original shape. The seats are luxuriously adjustable.



The big Chrysler V8 gives the Jensen a "full house" underbonnet appearance. Two aluminium stays support the massive bonnet.



# Thoroughbred



# CV8

GET with the straight English one banking company, but until you have encountered a Jensen CV8, you have probably never known the real meaning of strength. Automotively, that is. Jensens are rare in Australia, but the little British firm that manufactures only a handful a week has always adhered to the theory that big engines are everything.

And with the courage of their convictions, they have given their current offering a busy 6-3070 Chrysler powerplant with its automotive-type intake and output to a three-speed automatic transmission.

It's a big car to look at from the outside. It weighs one and a half tons at the curb and it has a big engine to do a great big job of moving. It's a 67 car in every sense of the word and is built — and priced — in the great tradition of proper cars.

miles old and have been meticulously prepared.

With all this in mind we had been half expecting big rumps and gears from the concrete and flapping and hammering of the fibreglass body panels, and a slightly off-key engine. Instead, here was a car that was devoid of rattle and the whole structure was like concrete. The engine was perfect and in fact exceeded better acceleration times than have been achieved by factory-prepared road test Jaguars in England.

The only real evidence of these 3000 miles were a few typical rashes in the paintwork, a few chips of paint off here and there and a deeper than normal rumble from the mufflers which were getting a little tired.

Exceptionally rigid, the big low section chassis has rather conventional suspension struts on it. At the rear the axle hangs on semi-elliptics



The CV8 has on all of its cars. Some people like it, some people don't — but it's definitely a thoroughbred. The obvious facts handily take heads with conventional of "what is it worth?". Small children point at it, young men stare at it and everyone sigh at it.

There is no Jensen agent in Australia at the moment. However, this will very likely change in the near future, for the Jensen is enjoying increased popularity in England and is definitely an "in" car; all the best people have them.

But if you are thinking of importing a Jensen, plan on it costing between 25000 and 30000.

Our test car was privately owned by a Sydney company director who had had it for 12 months or so and has managed to put up just on 25,000 miles. Two days before we picked up the car it had returned from a Northcote tour around Victoria and apart from a spilt wash and not been proposed in any way. It was, in fact, an owner-driven car which had had a hard working life and was in no way beyond of normal road test vehicles which are usually less than 10000

miles with a Parkers test and the level is simply well sprung and wishbones. It wasn't unshockproofed and it is, but the result is practical.

The body is all fibreglass and it does have a slightly peculiar look about it. Some of the panel work is due in part to the need to incorporate strengthening ribs. Above the wheel arches are incisions. It is nevertheless a good fibreglass body smooth with extremely fine fitting panels. The doors close with a very reassuring and solid click.

Quite unobtrusive, the luggage compartment is fully trimmed and large without being a cavern. The spare wheel is in a separately accessible compartment under the foot floor.

The Jensen has an external key lock and handle, but even the lid is up there is nothing very spectacular to see. It's just a big, quiet

ordinary looking American V8 engine. It uses an alternator and most of the other accessory equipment is easy to reach.

Especially, the Jensen's cabin is luxuriously appointed. Trim is in leather and carpets cover the floor. The front seats at first seem a little square but are in fact remarkably comfortable, giving excellent support in all directions. The spines of both are adjustable and there is some fore and aft travel. Furthermore, the steering column is adjustable, so it should be possible to accommodate a wide range of human shapes and sizes in the cabin.

Although the Jensen is a four seater, the people who get into the car need to have rather short legs. A large central division ensures that only two people are crissed in the back, but the seats are well padded and shaped.

Of course, all the requirements for comfortable motoring are included in the Jensen's standard equipment. There is even a radio. Ample fresh air can be inhaled into the cabin so ventilation is not a problem, particularly in the rear quarter panel (Parsons, surprisingly) hinge out.

The instrument display is comprehensive and

high. It has a very soft feel about it and is immensely tractable, spending most of its time in top gear. It always slips at the first kick of the starter, slips at 200 rpm, does not overheat in traffic or when being used hard, and it never jags.

All our acceleration runs were done in drive range and full lockdown. At this, the gear change points occurred at 2300 rpm and although it may have been possible to fractionally improve the times by manually holding the gears, the figures are impressively good as they stand.

For road driving it is rarely necessary to kick down for a lower ratio. With some 200 hp per ton and a very satisfactory torque character, top gear alone seems for most situations. Because of the amount of power under foot you do have to be careful using the kickdown in traffic. Below about 40 mph the transmission shifts into first and this produces such shattering acceleration that there is the hazard of running over the cars you intended to overtake.

We did not have a chance to drive the Jensen on wet roads, but we feel that inefficient kicking down would result in a lot of sideways motoring.



This is the view that most drivers would see of the Jensen. It's too fast to see coming and the steel reinforcement frame bridges and supports on the rear disappear in a blur before they can be read. The fairings above the wheelwells give added body strength.



All instruments on the beautifully veneered dash are well laid out and can be read at a glance. There are not various cluttered switches for lights, wipers and various trim. The steering wheel is weathered but highly functional in the best traditions.

easy to read. Flanking the steering column is a tachometer — red-lined between 5000 and 6000 rpm — on the right and a 100 mph speedometer on the left. Apparently the brochure Jensen don't think much of road for taxi cabs, for they have used much trick in the CVT. However, for our climate this is highly practical and it is very offensive to the eye.

Wood turned, alloy spoked, the steering wheel is impressively large at 18 1/2 in diameter, but since the steering is far from light the size is important. In general the controls are well arranged. The relationship between the accelerator pedal and the big brake pedal is safe and the pedal on the extreme left doubles as a left foot brake and handbrake lever. The lights can be flashed during the day by sliding the trafficator arm, on the right of the column.

It takes time to get used to the transmission control arm on the left of the column, however. For all alterations of position, apart from neutral to drive and drive to neutral, the button on the arm's knob must be depressed. It tends to be a bit floppy.

Although the engine's compression ratio is fairly

high, the limited slip differential which is standard.

With the windows closed the Jensen whistles along at 100 to 120 mph with such tranquility that the passengers tend to think in terms of half this velocity. That big V8 just never seems to be working hard.

But before you rush out to buy a Jensen, we must point out that there is a price to be paid for this kind of performance. Namely fuel consumption. If you drive quietly you get around 18 mpg, but press on with a heavy right foot and it drops down to around 12 to 13 mpg. There is a lesson though. Gains obviously an engine which spends most of its life under 1000 rpm is not going to require much in the way of maintenance.

Even though the mere thought of an automatic transmission in a car like the Jensen may raise the hackles of puristical necks, the fact remains that there would be little point in having manual when there is so much torque available. An all synchro four speed box is optional in the Jensen, but reports indicate that 80 percent of the three only third and top are used.

The brakes are as reliable as the engine. They

are 113 in. across assisted Dunlop discs all round and they sweep nearly 500 sq. in. of area.

We killed the upper 115 mph at a 130 mph burst without the slightest doubt that the Jensen would do it with no fuss. The brakes don't fail no matter what you do and that's all there is to it.

At town speeds the pedal pressure is quite heavy, but light at highway rates. Crash stops produce very clean retardation as all wheels tend to lock together without any grab or directional change.

The handling of the Jensen is very secure and predictable without being extremely good in the sense that a sports car coasting the same curves would be. Nevertheless, the car points well all through the range and the steering — it's rack and pinion — makes up for its accuracy when it lacks in lightness.

Small Chromalox tyres were fitted to the test car and they did their job with the usual almost efficiency for which they are noted. Body roll is modest and the general feeling of the car is always safe. The body handling quality is slight understeer at steady speed, but this can be



Three one-and-a-half tons crossed any corner and it showed almost inextinguishable body roll, but not the Jensen. The Prestige proved a little but the big car swings through with a very positive action and a tiny amount of very quickly adjustable tail hang-out.

changed to oversteer with the throttle. No matter what mistake the driver makes, his car tends always rectify them with the throttle, for the car seems to inherently want to straighten itself up.

Once you get into the swing of the Jensen it is tremendously stimulating to drive anywhere, not purely because it is fast, but runs through the warlike way it does things. You tend to become bolder because the enormous safety margin for overtaking traffic prevents you getting involved with other motorists and their problems. If you feel disposed to put 120 mph on the speeds between bends, that this is okay because you can get it off again with equal ease.

And you can get it around corners faster than practically anything else you are likely to meet in 100,000 miles.

Apart from all this, the basic philosophy of the Jensen is so right. It is a multipurpose motor car that is very fast and safe and will carry four adults. It is definitely a car of the 'sixties, but what a pity we don't live in a world that has a road system which has developed as satisfactorily as the Jensen.

## SPECIFICATIONS

### ENGINE

Cylinders	4	in-line, over-camshaft
Bore and stroke	3.9 in. x 3.9 in.	
Cubic capacity	1400 cc	
Compression ratio	12.1	
Valves	2	per cylinder
Rover or rpm	130	at 4000 rpm
Maximum torque	200 lb-ft	at 3000 rpm

### TRANSMISSION

Type	5-speed manual
Over-drive gearbox	optional
Gear, second	16.5
Third	9.71
Final drive	3.01
Final drive	3.01

### SUSPENSION

Front	independent, with coil-over bar
Rear	independent, coil-over bar
Shocks	front fixed, rear telescopic

### STEERING

Type	rack and pinion
Ratio	16.2
Turn, L to R	34
Circle	79.4

### BRAKES

Type	11 1/2 in. disc, servo
Brake or locked rpm	N.A.

### DIMENSIONS

Wheelbase	85.2 in.
Track, front	48.7 in.
Track, rear	48.7 in.
Length	131.4 in.
Width	68.7 in.
Height	48.7 in.
Fuel tank capacity	18 gallons

### TYRES

Size	5.75 J x 15
Make or test for	Pirelli Cinturato

### WEIGHT

Curb (with fuel and water)	30 cwt
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### GROUND CLEARANCE

Minimum	4 1/2 in.
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## PERFORMANCE

Top speed average	131.2 mph
Fastest run	137.7 mph
Maximum, 1/4 mi	44 mph
Maximum, 1/2 mi	30 mph
Maximum, 1 mi	121.1 mph
0-100 average	15.5 sec
0-100 best	15.5 sec
0-20 mph	2.7 sec
0-40 mph	4.4 sec
0-60 mph	5.8 sec
0-80 mph	7.5 sec
0-100 mph	11.9 sec
0-120 mph	15.1 sec
0-140 mph	17.8 sec
0-160 mph	22.4 sec
0-180 mph	27.7 sec
0-200 mph	35.7 sec
	7.0 sec (best)
40-60 mph	1.5 sec
50-70 mph	1.8 sec
60-80 mph	1.8 sec
70-90 mph	1.8 sec
0-1000 revs	17.7 sec
Fuel consumption, town	17.7 mpg