



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, 11½ in. servo discs (four), tachometer, radio, wood rimmed alloy wheel, top speed of 140 mph and standing quarter 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 plastic seats had lost little of their original shape. The seats are infinitely adjustable.



The big Chrysler 38 gives the Jensen a "fast grand" appearance. The aluminum steps support the massive bonnet.



Thoroughbred

CV8

GET with the strongest engines are banking company, but until you have experienced a Jensen CV8, you have probably never known the true meaning of strength. Alternatively, that is. Jenson are rare in Australia, but the little British firm that manufactures only a handful a week have always subscribed to the theory that big engines are expensive.

And with the courage of their convictions, they have stuck to their course, offering a lusty 85-h.p. Chrysler powerplant beneath the Cooper-type body and engine in 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 kerb and it has a big engine to do a great big job of moving. It's a GT car in every sense of the word and is built — and painted — in the great tradition of classic cars.

years old and have been monotonously proposed.

With all this in mind we had been half expecting moans and groans from the owners and flagging and flailing at the fibreglass body panels, with a slightly off-key engine. Instead, here was a car that was devoid of rattles and the whole structure was like concrete. The engine was perfect and so that exceeded better acceleration times than have been achieved by factory-prepared road RHD Alfa-Romeos in England.

The only real evidence of those 20,000 miles were a few typical cracks in the dashboard, a few chips of paint at heel and knee and a dozen thin metal rustles from the mufflers which were getting a little used.

Exceptionally tight, the big box-section chassis has rather conventional suspension attached to it. At the rear the axle hangs on semielliptical



The CV8 has on all of its own. Some people like it, some people don't — but it's definitely a thoroughbred. The classic lines instantly bring back with confirmation of "what is a car". And children point at it, young men point to and drool over 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 proving decidedly popular in England and is definitely an "it" car, at the top price here.

But if you are thinking of importing a Jensen, pin on a mailing address (2200) and head.

This test car was privately owned by a Sydney company director who has had it for 22 months or so and has managed to roll up just on 20,000 miles. Two days before we picked up the car he had returned from a fortnight tour around Tasmania and back from a quick road and race break prepared in any way. It was, in fact, an open-drive car which had had a hard working life and was in no way typical of normal road use vehicles which are usually less than 10,000

with a Puchard rod and the front is simple coil springs and wishbones. It sounds unimmaculated and it is not too result of practical.

The body is all fibreglass and it does have a slightly gentler line about it. Some of the paneling is due in part to the need to incorporate strengthening ribs. Above the wheel arches, for instance, it is nevertheless a good fibreglass body smooth with extremely fine fibre joints. The doors close with a very reassuring and solid click.

Quite spartanized, the luggage compartment is fully lined and large without being a cavern. The spare wheel is in a separately removable compartment under the front floor.

The Jensen has an external fuel tank and handle but over the top is air there is nothing very spectacular to see. It's just a big, quite

ordinary looking American VW engine. It uses no alternator and most of the other accessory equipment is easy to reach.

Especially, the Jensen's cabin is luxuriously appointed. Even it is leather and carpets cover the floor. The front seats at first seem a little stiffer than are in fact remarkably comfortable, giving excellent support in all directions. The supports of both are adjustable and there is ample room and all travel. Furthermore, the mounting 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 assures that any two people are involved in the task, 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. Fresh air can be ushered into the cabin as ventilation is not a problem, particularly in the case quarter panel. (Europeans, surprisingly, bring 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 low gear. It always has at the first kick of the master, unless at full open, does not overheat in traffic or when being used hard, and it never ping.

All our acceleration runs were done in drive, twice and full lockdown. At this, the gear change points occurred at 3300 rpm and although it may have been possible to fractionally improve the times by manually holding the gears, the figures are acceptably good as they stand.

For fuel driving it is rarely necessary to shift down for a lower gear. With some 300 rpm per ton and a very satisfactory torque character, top gear allows cabin for road situations. Because of the amount of power under foot, one does have to be careful using the acceleration in traffic. Below about 40 mph the transmission will lurch first and this produces such startling 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 find that indirect braking 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 hood ornaments must bridge and disappear on the rear disappears in a blur before they can be read. The fenders above the mudguards give added body strength.



All instruments on the beautifully recessed dash are well laid out and can be read at a glance. There are various auxiliary switches for lights, map lamp, and reverse light. The steering wheel is extremely light, highly finished in the best traditions.

easy to master. Flushing the steering column is a tachometer — red-lined between 3000 and 6000 rpm — on the right and a 150 mph speedometer on the left. Apparently the British Jensen doesn't think much of road tax laws, for they have most such cash in the CIVS. However, for our climate this is highly practical and in no way offensive to the eye.

Wood turned, also spoked, the steering wheel is impressively large at 18 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 pedal. The lights can be flushed during the day by hitting the traffic light 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 hub must be depressed. It tends to be a bit fiddly.

Although the engine's compression ratio is fairly

high, the limited slip differential which is standard.

With the windows closed the Jensen whispers along at 100 to 120 mph with such tranquility that one can hardly wait to think in terms of half the velocity. That big VW 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 16 mpg, but drive as with a heavy right foot and it drops down to around 12 to 13 mpg. There is a lesson, though. Quite obviously an engine which spends most of its life under 3000 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 hairline on puritanical necks, the fact remains that there would be little point in having traction control unless there is no front torque available. And when there is no front torque available, as all modern four-speed boxes are optional on the Jensen, reports indicate that 90 percent of the time only third and top are used.

The brakes are as reliable as the engine. They

are 111 in. seven assisted Duplex discs all round and they cover nearly 200 sq. in. of area.

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

At high speeds the pedal pressure is quite heavy, but light at highway rates. Crash stops produce very clean penetrations as all wheels hold to each together without any grab or directional changes.

The handling of the Jensen is very secure and predictable without being excessively good in the sense that a sports car costing the same money would be. Nevertheless, the car points well all through the range and the steering — like most British makes — rounds up far in accuracy when it begins to tighten.

Pirelli Cinturato tires were fitted to the test car and they did their job with the usual silent efficiency for which they are noted. Body roll is modest and the general feeling of the car is always safe. The basic handling quality is slightly unresponsive at steady speed, but this can be



overcome by half the usual steering effort and it should show considerable body roll. But not for the Jensen. The Pirellis prevent a little but the big car moves through with a very positive action and a tiny amount of very quickly adjustable half turn roll.

Changed to overdrive with the throttle, the car will what mistakes the driver makes, he can nearly 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 incomparably stimulating to drive anywhere, not partly because it is fast, but more through the wonderful way it does things. You tend to become blinder because the enormous safety margin for overtaking traffic prevents you getting involved with other motorists' little pictures. If you feel disposed to put 130 mph on the speeds between bends, then 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 as right. It is a superimmaculate 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:

Cylinder	1600 cc. (100 cu. in.)	Non-turbo
Bore and stroke	80 mm. x 70 mm.	
Compression ratio	10.0:1	
Valves	4 (2 intake, 2 exhaust)	
Blow-up rpm	1100 revs. at 4000 rpm	
Maximum torque	160 lb/ft at 2200 rpm	

TRANSMISSION:

Type	Imperial automatic
First gear ratio	0.80:1
Second	1.6:1
Third	0.77:1
Fourth	1.0:1

SUSPENSION:

Front	Independent, coil-spring and shock absorber
Rear	Live axle, coil-spring and shock absorber
Damper	Front: 1000, rear: 1000 lb/inch release

STEERING:

Type	rack and pinion
Ratio of turning gear	11.2:1 (steer wheel)
Circle	N/A

BRAKES:

Type	11.2 in. disc brakes
Front or leading wheel	N/A

DIMENSIONS:

Wheelbase	103.3 in.
Front, A/S	4.67 in.
Front, FWD	4.67 in.
Length	190.0 in.
Width	67.0 in.
Height	57.0 in.
Fuel tank capacity	10 gallons

WEIGHTS:

Front	930 lb. (420 kg.)
Total as built up	2050 lb. (925 kg.)

GROUND CLEARANCE:

Front	1.4 in.
Rear	1.4 in.

PERFORMANCE

Top speed (mph):

Frontal air	134.2 mph
Maximum, 1st	137.0 mph
Maximum, 2nd	140.0 mph
Maximum, 3rd	142.0 mph
Maximum, 4th	147.1 mph
Standing start, 1st	10.0 sec.
10.0 mph	10.0 sec.
20.0 mph	12.0 sec.
30.0 mph	14.0 sec.
40.0 mph	15.0 sec.
50.0 mph	16.0 sec.
60.0 mph	17.0 sec.
70.0 mph	18.0 sec.
80.0 mph	19.0 sec.
90.0 mph	20.0 sec.
100.0 mph	21.0 sec.
110.0 mph	22.0 sec.
120.0 mph	23.0 sec.
130.0 mph	24.0 sec.
140.0 mph	25.0 sec.
150.0 mph	26.0 sec.
160.0 mph	27.0 sec.
170.0 mph	28.0 sec.
180.0 mph	29.0 sec.
190.0 mph	30.0 sec.
200.0 mph	31.0 sec.
210.0 mph	32.0 sec.
220.0 mph	33.0 sec.
230.0 mph	34.0 sec.
240.0 mph	35.0 sec.
250.0 mph	36.0 sec.
260.0 mph	37.0 sec.
270.0 mph	38.0 sec.
280.0 mph	39.0 sec.
290.0 mph	40.0 sec.
300.0 mph	41.0 sec.
310.0 mph	42.0 sec.
320.0 mph	43.0 sec.
330.0 mph	44.0 sec.
340.0 mph	45.0 sec.
350.0 mph	46.0 sec.
360.0 mph	47.0 sec.
370.0 mph	48.0 sec.
380.0 mph	49.0 sec.
390.0 mph	50.0 sec.
400.0 mph	51.0 sec.
410.0 mph	52.0 sec.
420.0 mph	53.0 sec.
430.0 mph	54.0 sec.
440.0 mph	55.0 sec.
450.0 mph	56.0 sec.
460.0 mph	57.0 sec.
470.0 mph	58.0 sec.
480.0 mph	59.0 sec.
490.0 mph	60.0 sec.
500.0 mph	61.0 sec.
510.0 mph	62.0 sec.
520.0 mph	63.0 sec.
530.0 mph	64.0 sec.
540.0 mph	65.0 sec.
550.0 mph	66.0 sec.
560.0 mph	67.0 sec.
570.0 mph	68.0 sec.
580.0 mph	69.0 sec.
590.0 mph	70.0 sec.
600.0 mph	71.0 sec.
610.0 mph	72.0 sec.
620.0 mph	73.0 sec.
630.0 mph	74.0 sec.
640.0 mph	75.0 sec.
650.0 mph	76.0 sec.
660.0 mph	77.0 sec.
670.0 mph	78.0 sec.
680.0 mph	79.0 sec.
690.0 mph	80.0 sec.
700.0 mph	81.0 sec.
710.0 mph	82.0 sec.
720.0 mph	83.0 sec.
730.0 mph	84.0 sec.
740.0 mph	85.0 sec.
750.0 mph	86.0 sec.
760.0 mph	87.0 sec.
770.0 mph	88.0 sec.
780.0 mph	89.0 sec.
790.0 mph	90.0 sec.
800.0 mph	91.0 sec.
810.0 mph	92.0 sec.
820.0 mph	93.0 sec.
830.0 mph	94.0 sec.
840.0 mph	95.0 sec.
850.0 mph	96.0 sec.
860.0 mph	97.0 sec.
870.0 mph	98.0 sec.
880.0 mph	99.0 sec.
890.0 mph	100.0 sec.
900.0 mph	101.0 sec.
910.0 mph	102.0 sec.
920.0 mph	103.0 sec.
930.0 mph	104.0 sec.
940.0 mph	105.0 sec.
950.0 mph	106.0 sec.
960.0 mph	107.0 sec.
970.0 mph	108.0 sec.
980.0 mph	109.0 sec.
990.0 mph	110.0 sec.
1000.0 mph	111.0 sec.
1010.0 mph	112.0 sec.
1020.0 mph	113.0 sec.
1030.0 mph	114.0 sec.
1040.0 mph	115.0 sec.
1050.0 mph	116.0 sec.
1060.0 mph	117.0 sec.
1070.0 mph	118.0 sec.
1080.0 mph	119.0 sec.
1090.0 mph	120.0 sec.
1100.0 mph	121.0 sec.
1110.0 mph	122.0 sec.
1120.0 mph	123.0 sec.
1130.0 mph	124.0 sec.
1140.0 mph	125.0 sec.
1150.0 mph	126.0 sec.
1160.0 mph	127.0 sec.
1170.0 mph	128.0 sec.
1180.0 mph	129.0 sec.
1190.0 mph	130.0 sec.
1200.0 mph	131.0 sec.
1210.0 mph	132.0 sec.
1220.0 mph	133.0 sec.
1230.0 mph	134.0 sec.
1240.0 mph	135.0 sec.
1250.0 mph	136.0 sec.
1260.0 mph	137.0 sec.
1270.0 mph	138.0 sec.
1280.0 mph	139.0 sec.
1290.0 mph	140.0 sec.
1300.0 mph	141.0 sec.
1310.0 mph	142.0 sec.
1320.0 mph	143.0 sec.
1330.0 mph	144.0 sec.
1340.0 mph	145.0 sec.
1350.0 mph	146.0 sec.
1360.0 mph	147.0 sec.
1370.0 mph	148.0 sec.
1380.0 mph	149.0 sec.
1390.0 mph	150.0 sec.
1400.0 mph	151.0 sec.
1410.0 mph	152.0 sec.
1420.0 mph	153.0 sec.
1430.0 mph	154.0 sec.
1440.0 mph	155.0 sec.
1450.0 mph	156.0 sec.
1460.0 mph	157.0 sec.
1470.0 mph	158.0 sec.
1480.0 mph	159.0 sec.
1490.0 mph	160.0 sec.
1500.0 mph	161.0 sec.
1510.0 mph	162.0 sec.
1520.0 mph	163.0 sec.
1530.0 mph	164.0 sec.
1540.0 mph	165.0 sec.
1550.0 mph	166.0 sec.
1560.0 mph	167.0 sec.
1570.0 mph	168.0 sec.
1580.0 mph	169.0 sec.
1590.0 mph	170.0 sec.
1600.0 mph	171.0 sec.
1610.0 mph	172.0 sec.
1620.0 mph	173.0 sec.
1630.0 mph	174.0 sec.
1640.0 mph	175.0 sec.
1650.0 mph	176.0 sec.
1660.0 mph	177.0 sec.
1670.0 mph	178.0 sec.
1680.0 mph	179.0 sec.
1690.0 mph	180.0 sec.
1700.0 mph	181.0 sec.
1710.0 mph	182.0 sec.
1720.0 mph	183.0 sec.
1730.0 mph	184.0 sec.
1740.0 mph	185.0 sec.
1750.0 mph	186.0 sec.
1760.0 mph	187.0 sec.
1770.0 mph	188.0 sec.
1780.0 mph	189.0 sec.
1790.0 mph	190.0 sec.
1800.0 mph	191.0 sec.
1810.0 mph	192.0 sec.
1820.0 mph	193.0 sec.
1830.0 mph	194.0 sec.
1840.0 mph	195.0 sec.
1850.0 mph	196.0 sec.
1860.0 mph	197.0 sec.
1870.0 mph	198.0 sec.
1880.0 mph	199.0 sec.
1890.0 mph	200.0 sec.
1900.0 mph	201.0 sec.
1910.0 mph	202.0 sec.
1920.0 mph	203.0 sec.
1930.0 mph	204.0 sec.
1940.0 mph	205.0 sec.
1950.0 mph	206.0 sec.
1960.0 mph	207.0 sec.
1970.0 mph	208.0 sec.
1980.0 mph	209.0 sec.
1990.0 mph	210.0 sec.
2000.0 mph	211.0 sec.
2010.0 mph	212.0 sec.
2020.0 mph	213.0 sec.
2030.0 mph	214.0 sec.
2040.0 mph	215.0 sec.
2050.0 mph	216.0 sec.
2060.0 mph	217.0 sec.
2070.0 mph	218.0 sec.
2080.0 mph	219.0 sec.
2090.0 mph	220.0 sec.
2100.0 mph	221.0 sec.
2110.0 mph	222.0 sec.
2120.0 mph	223.0 sec.
2130.0 mph	224.0 sec.
2140.0 mph	225.0 sec.
2150.0 mph	226.0 sec.
2160.0 mph	227.0 sec.
2170.0 mph	228.0 sec.
2180.0 mph	229.0 sec.
2190.0 mph	230.0 sec.
2200.0 mph	231.0 sec.
2210.0 mph	232.0 sec.
2220.0 mph	233.0 sec.
2230.0 mph	234.0 sec.
2240.0 mph	235.0 sec.
2250.0 mph	236.0 sec.
2260.0 mph	237.0 sec.
2270.0 mph	238.0 sec.
2280.0 mph	239.0 sec.
2290.0 mph	240.0 sec.
2300.0 mph	241.0 sec.
2310.0 mph	242.0 sec.
2320.0 mph	243.0 sec.
2330.0 mph	244.0 sec.
2340.0 mph	245.0 sec.
2350.0 mph	246.0 sec.
2360.0 mph	247.0 sec.
2370.0 mph	248.0 sec.
2380.0 mph	249.0 sec.
2390.0 mph	250.0 sec.
2400.0 mph	251.0 sec.
2410.0 mph	252.0 sec.
2420.0 mph	253.0 sec.
2430.0 mph	254.0 sec.
2440.0 mph	255.0 sec.
2450.0 mph	256.0 sec.
2460.0 mph	257.0 sec.
2470.0 mph	258.0 sec.
2480.0 mph	259.0 sec.
2490.0 mph	260.0 sec.
2500.0 mph	261.0 sec.
2510.0 mph	262.0 sec.
2520.0 mph	263.0 sec.
2530.0 mph	264.0 sec.
2540.0 mph	265.0 sec.
2550.0 mph	266.0 sec.
2560.0 mph	267.0 sec.
2570.0 mph	268.0 sec.
2580.0 mph	269.0 sec.
2590.0 mph	270.0 sec.
2600.0 mph	271.0 sec.
2610.0 mph	272.0 sec.
2620.0 mph	273.0 sec.
2630.0 mph	274.0 sec.
2640.0 mph	275.0 sec.
2650.0 mph	276.0 sec.
2660.0 mph	277.0 sec.
2670.0 mph	278.0 sec.
2680.0 mph	279.0 sec.
2690.0 mph	280.0 sec.
2700.0 mph	281.0 sec.
2710.0 mph	282.0 sec.
272	