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**The Concours King
and his amazing Jensen**

THE CONCOURS KING

The superb Jensen CV8 of David Horton, right, attracts awards, crowds and controversy on the concours circuit. Is it a customised showpiece or an immaculate original? Roger Bell, who took the photographs, went to investigate — and drive — this amazing car





DAVE HORTON likes his cars. He's owned a few in his time — various Austin, E type, Lotus Corras and so on — but none of them have captured his affections, or his imagination, as the Jensen CV8 he runs here. “It costs me £900 a year to insure it for £40,000 and I’ve already rejected a blank cheque offer from an American collector.” The owner of the black Jensen that gathers bigger crowds and more judges’ awards than probably any other car on the concours circuit would appear to be a man of considerable means and leisure. True, he does have quite a bit of time on his hands. He’s also got an ugly scar on the mutilated right arm, a gruesome reminder of the accident that almost severed his wrist when he fell through a plate-glass window. But then Dave Horton has the sort of job that eschews waiting around for busy business. For the past 23 years he’s been a fitter. He drives a Ford-powered Dennis he’s built in London. The brigade, which may help to explain his love of powerful machinery.

If there’s any attraction between Dave’s job and his conceivably Jensen, it has got nothing to do with a Jensen’s income, unless you count the compensation he received as a result of that injury, sustained when the floor of a burning building collapsed under his feet. The award enabled him to buy a somewhat younger car than he normally ran — a low-mileage champagne pink Lancia Zagato in 1972. It was a very little machine and great fun, but quite out of character for me after the more powerful cars I’d had before. He’d been driving the Lancia for three months when he spotted the CV8. A car he had always yearned to own, on a used car lot. It

The plane is a North American AT8 Tutor, the car is Jensen's 1963 Lotus-Corras CV8. The wooden quarter-mast support is owner David Horton's. Below: The open engine reveals the car's distinctive engine — a lot of oil-splattered parts and pipes — and, with great Horton-machismo, depicts the familiar sight of the Jensen's wrist.

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