



**CHRYSLER VEE-8 ENGINE WITH TORQUEFLITE OR
MANUAL TRANSMISSION; NEW GLASS FIBRE BODYWORK**

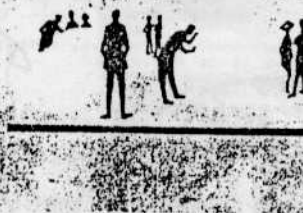
POWER with a capital P, of the variety which is delivered with practically no commotion, is today a commodity readily obtained if one is prepared to go to America for it. Chrysler is as sound a choice as any, since that Corporation has a long reputation for fine engineering; precedents include Facel Vega (6.3 litres) and Bristol (5.1 litres). Now Jensen have taken the plunge and stepped boldly into the realms of really high-speed motoring, by installing a 5,916 c.c. Chrysler engine in a quite new four-seater sporting saloon to be known as the C-V8. Like the 541S, which continues unchanged, its body is moulded in reinforced glass fibre.

This engine—Chrysler call it the Golden Commando—is a conventional 90 deg vee-8 with five main bearings and hydraulic tappets. It has, however, a high performance camshaft, two-spark "phased" ignition through twin contact-breakers and a Carter four-barrel carburettor. Its gross output is 305 b.h.p. at 4,800, and the torque figures are 395lb. ft. at 3,000 r.p.m., top revs being 5,100.

Alternative transmissions for the Jensen installation are the excellent Torqueflite three-speed automatic with a hydraulic torque converter or, to special order, a Chrysler-Borg Warner three-speed manual

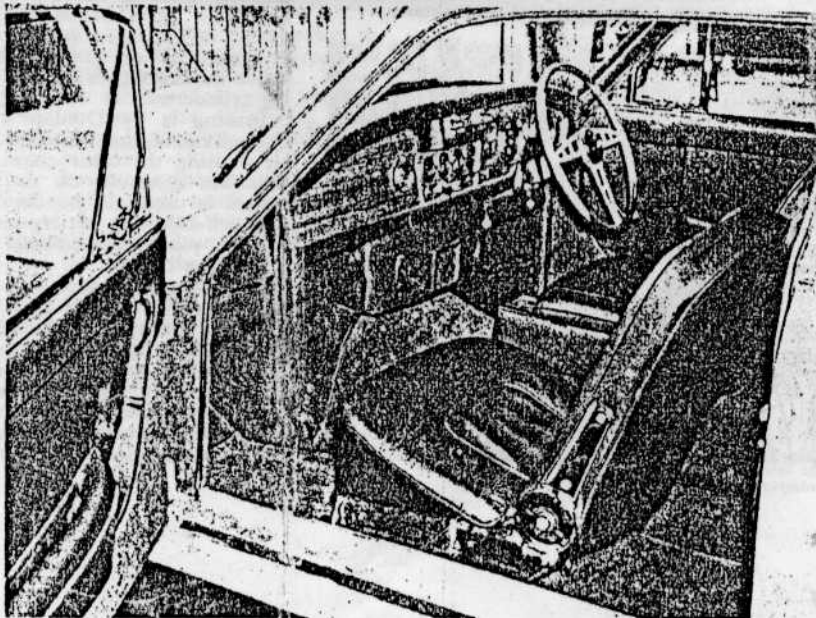
change (synchromesh on 2nd and top only) in conjunction with Laycock-de Normanville overdrive. Of the two, Jensen clearly favour the automatic as best suited to the design concept of the C-V8. For this car it is set up for high performance, with lifted-up change points and no governed restriction for the manual "holds." With Drive selected for fully automatic operation, upward changes cannot be delayed beyond 48 m.p.h. in first and about 82 m.p.h. in second.

Using the manual holds and running up to 5,100 r.p.m. one can reach 58 m.p.h. in first and practically 100 m.p.h. in second; minimum upshift speeds are 11 and 15 m.p.h. respectively. The transmission and torque converter share a common lightweight casing cast in aluminium,



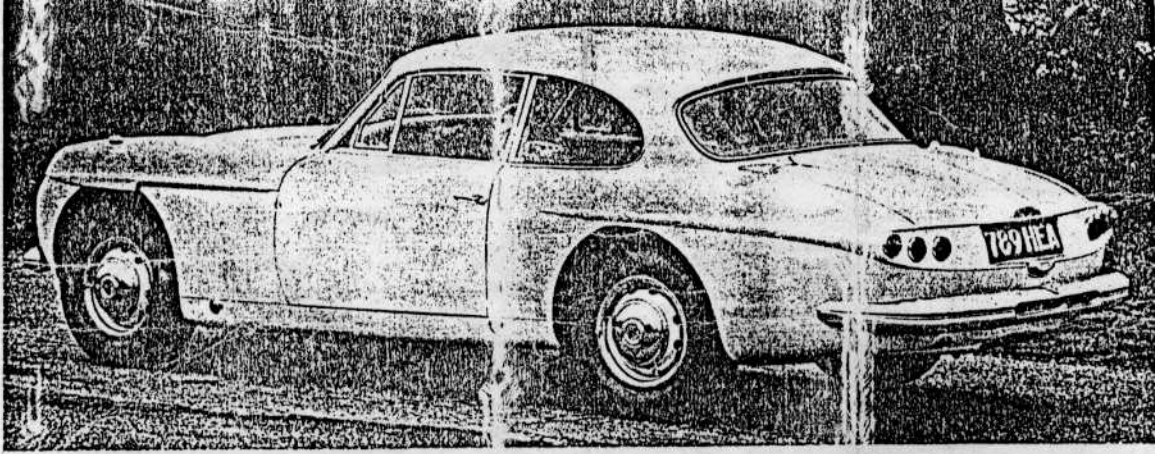
and the transmission's oil supply is circulated through a heat exchanger, in the form of a two-skin tube of crimped metal incorporated in the base tank of the engine's radiator. Final drive ratio with Torqueflite is 3.07 to 1, giving 143 m.p.h. at 5,100 r.p.m. on 6.70-15in. Dunlop RS5 tyres. Normal pressure for these at

Front seats with adjustable backrests are by Hallam, Sleight and Cheston Ltd. The instrument board is panelled in a Formica veneer and the 18in. steering wheel has a light alloy frame by Jensen, with hub and walnut rim by Bluemel



Prices

	Basic	U.K. List
	£	£ s d
Jensen C-V8	2,807	3,860 12 5



Capacity of the luggage boot is over 19 cu. ft., and the spare wheel is carried in a retractable tray beneath it. The fuel filler flap is remotely controlled by a solenoid switch.

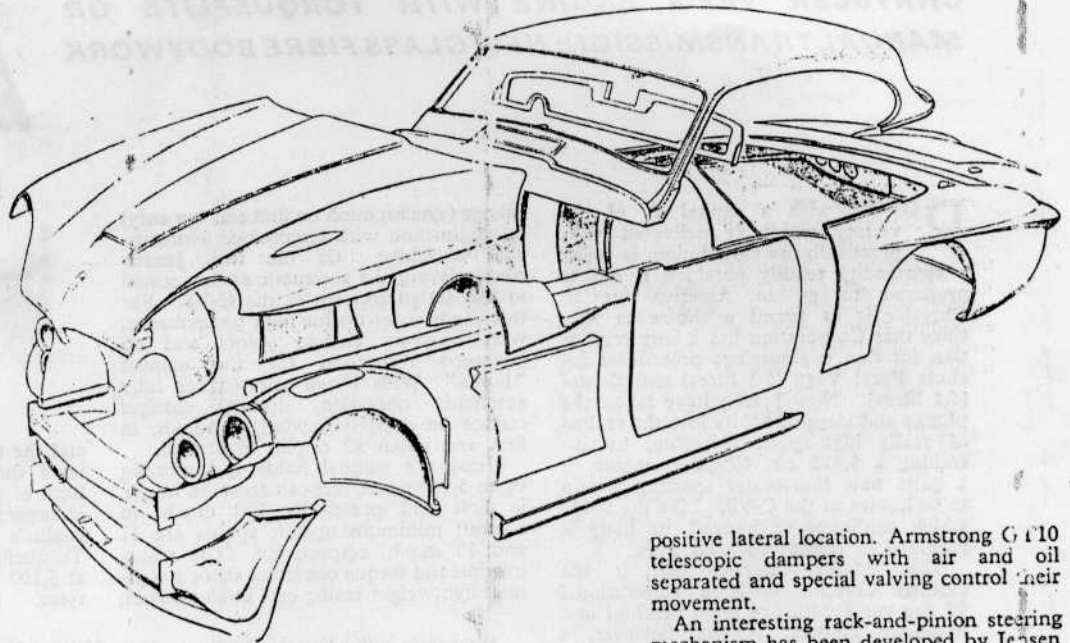
maintained speeds up to 110 m.p.h. is 24 p.s.i., front and rear. At 30 p.s.i. they are "cleared" for up to 150 m.p.h. With manual gearbox a 3.54 final drive is fitted, when the theoretical maximum in overdrive top becomes 148 m.p.h. at 5,000 r.p.m.

A particularly interesting feature of this arrangement is that clutch operation is assisted by a 5in. Kelsey-Hayes vacuum booster, using one of the main sealed chassis tubes as a reservoir. Without

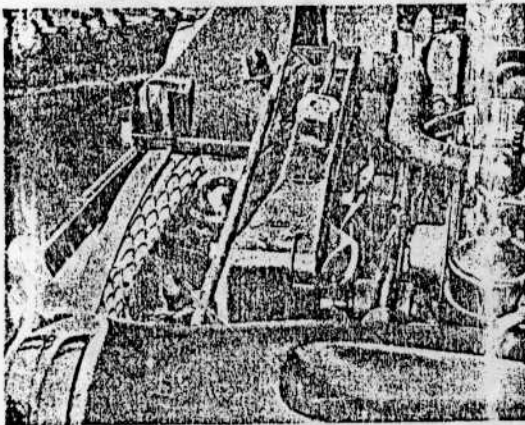
this one would have to suffer either a long pedal movement or an excessive pedal load. At the gearbox end of the single propeller shaft is a Chrysler pot-joint universal, which can still telescope freely while transmitting full engine torque, so that suspension and ride comfort are not affected. The rear universal is a conventional mechanic's joint. A Powr-Lok limited slip differential is standardized in the Jensen's Salisbury hypoid 4HIV axle. Stiffer half-shafts are fitted, however, to

At the back the live axle is carried asymmetrically on nine-leaf springs, 4ft long and mounted on Harrisflex rubber bushes in the shackles; each is supplemented by an additional leaf underneath, which comes into operation when the car is loaded in the static position with four people, giving increased stiffness and a variable rate. The springs are canted downwards towards the front at 2 deg.—the equivalent angle is 8 deg on the 5-1/2, incidentally—and a Panhard rod provides

JENSEN C-V8 ...



Twin Lucas electric fans behind the radiator, controlled by thermo-switch, govern engine coolant temperature



cope with the high engine torque and to reduced what is called "brake knock-back"—a phenomenon resulting from flexing of the shafts and consequent displacement of the discs, which in turn knock the brake pads back in their operating cylinders.

Braking is by Dunlop with 11.25in. discs all round, supplemented by a vacuum servo using the other chassis tube as a capacious reservoir. A single hydraulic system is used; the handbrake is of the new self-adjusting variety and its cables run in plastic-covered sealed conduits, greased for life.

The front suspension is quite conventional, having unequal length wishbones of which the upper one is pinned to the cross-shaft of the Armstrong damper; coil springs are used and an anti-roll bar is ball-jointed via a short link to an attachment on the lower wishbone. The steering swivels have P.T.F.E. thrust washers to reduce friction and provide "feel."

positive lateral location. Armstrong G10 telescopic dampers with air and oil separated and special valving control their movement.

An interesting rack-and-pinion steering mechanism has been developed by Jensen in conjunction with Engineering Products (Cleveland) Ltd. As the rack is placed forward of the front wheel axes, and has to be somewhat long in view of the width of the engine and the difficulty of bringing the steering column round it, hydraulic dashpot dampers have been built into each end. These are so valved as to deal only with high-rate shocks, and light, built-in coil springs cope with lesser loads; thus the unit remains light and free from excess friction. The pinion is supported by ball races top and bottom, and the steering column has two universal joints as well as a flexible coupling, this last to remove any axial stiffness and reduce suspension and tyre noise passing up the column. No other rubber is used in the steering.

At the top of the column is a particularly handsome and beautifully finished steering wheel with a walnut rim, assembled by Bluemel around a light alloy frame made in the Jensen factory. No power-assisted installation is offered as an alternative, but powerful leverage is pro-

