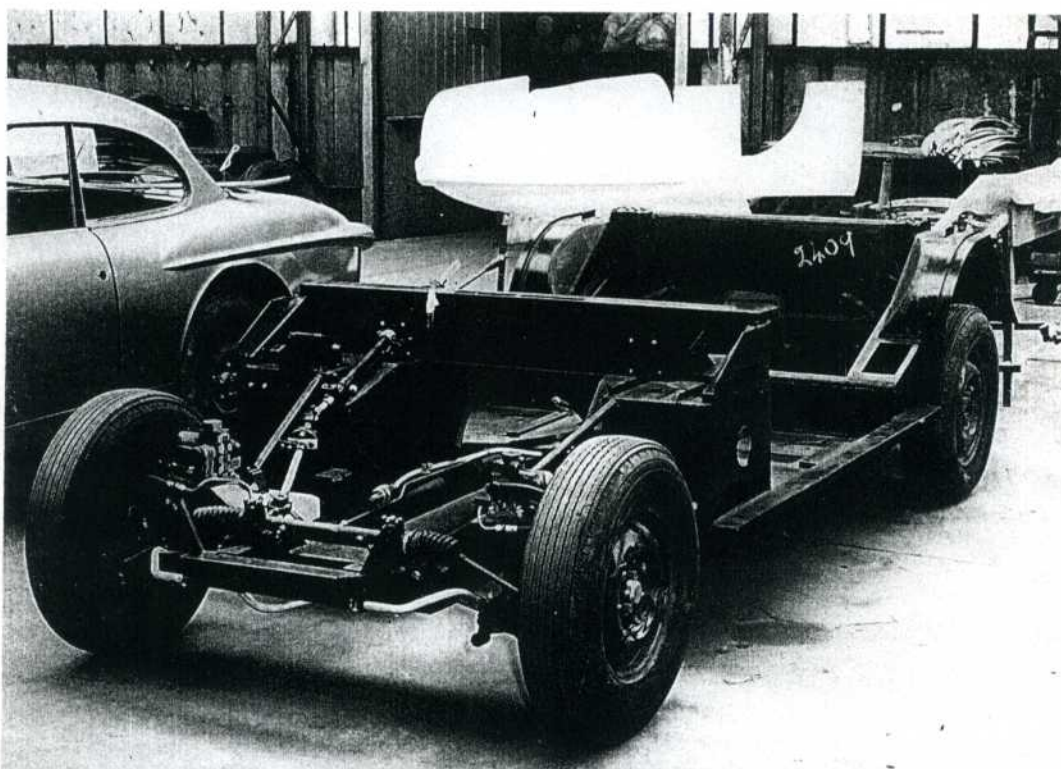


were very sad that it never reached production.' The sales brochure said: 'Designed to fill a gap in the motoring market, the Jensen Interceptor (P66) is a high speed touring car with a sporting feel'. Clearly, if ever a car was misinterpreted, the P66 must be it, for few people saw its potential.

A combination of ill-health and the need for greater financial support had forced the Jensen brothers into putting the business into the hands of a holding company (Norcross) in June 1959. They, in turn, had put their own Managing Director, Michael Day, a former employee of British Aviation Services. But Day remained a mere 12 months and was replaced by Brian Owen.

In 1960, Kevin Beattie joined the company. Beattie had begun his career in the motor industry as a pupil at Rootes and had emerged as a very talented and capable engineer. His criticism of the C-V8 was that it was a styling disaster. Nevertheless, he felt that the P66 was not a car capable of creating good sales and maintaining the company's image in the market of Grand Touring cars. He began to campaign strongly for an all-new, Italian-styled car which he saw as the only solution to the problem.

Not surprisingly, the Jensens were appalled by this idea. They favoured British designs and were proud of their own ability to design, develop, and make cars in-house. Since Kevin Beattie's job was centred around chassis development, the fact that he was making his feelings felt over the future of the P66 created strong criticism. But despite the formidable opposition of the Jensen brothers to Beattie's suggestions, he had a powerful ally in Brian Owen. And Beattie's views were further shared by John Sheffield, who was Managing Director of Norcross.



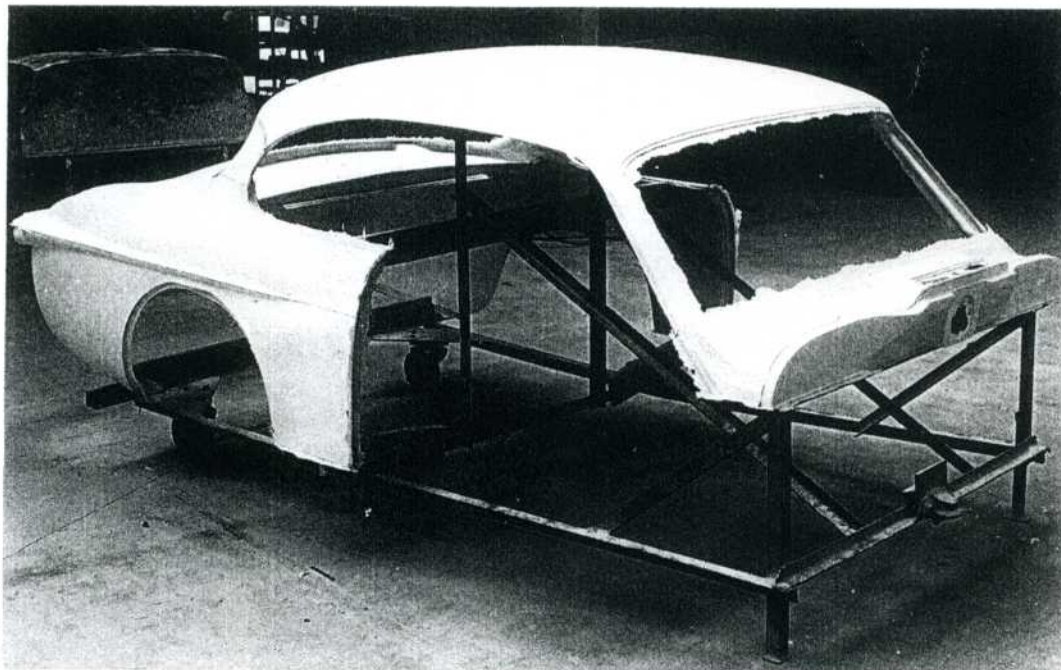
The chassis structure for the C-V8 showing the sturdy steel framework which gave an excellent foundation for the GRP body.



*Manufacture of the C-V8's GRP bodyshell in progress. Jensen were the first to use GRP for a 4-seater production car (the 541) underlining their innovative skills.*

*Yet another example of Jensen's desire to be at the forefront of technology. A C-V8 engine being set up on a Sun electronic engine tester.*

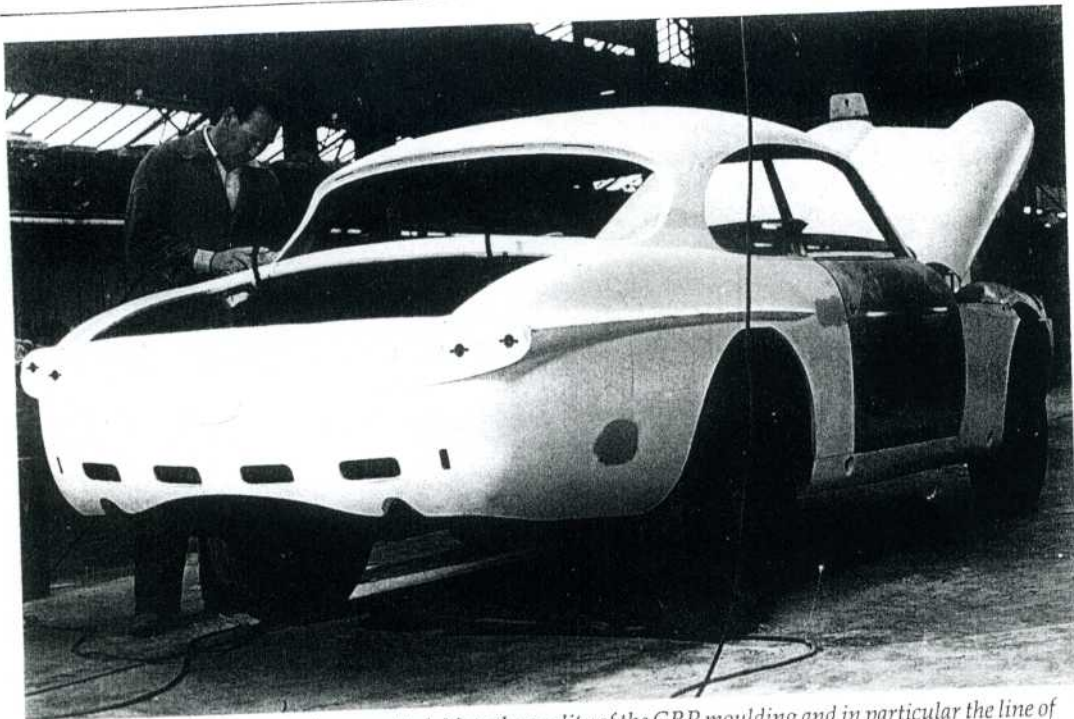




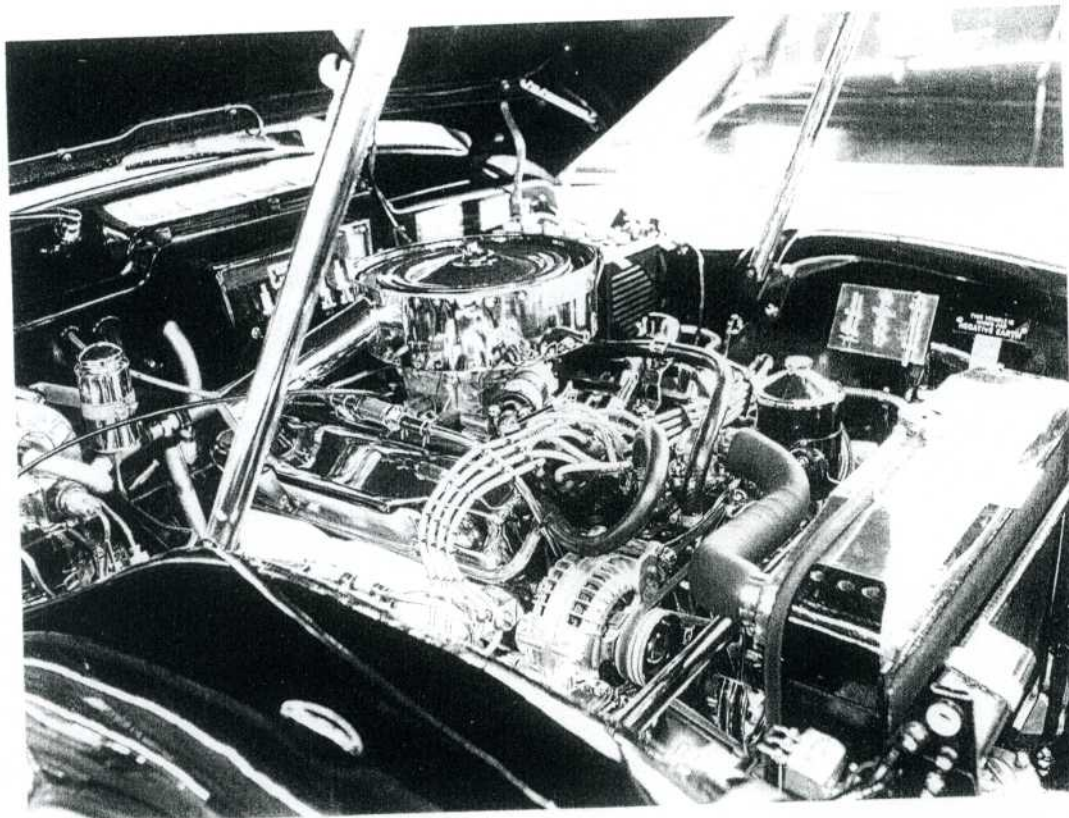
*The main body section fresh from its mould and yet to be trimmed and mated to its C-V8 chassis.*

*The C-V8 production line showing the main body assembly. Austin Healey bodies can be seen in the background.*





A C-V8 with its body completely assembled. Note the quality of the GRP moulding and in particular the line of the door shut.



The engine bay of the C-V8. This particular C-V8 is the award winning car owned by Dave Horton. (courtesy of J.O.C.)



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