



Jensen

Hand made cars

Interceptor II and FF II models



Introducing the

A brief history of the Jensen

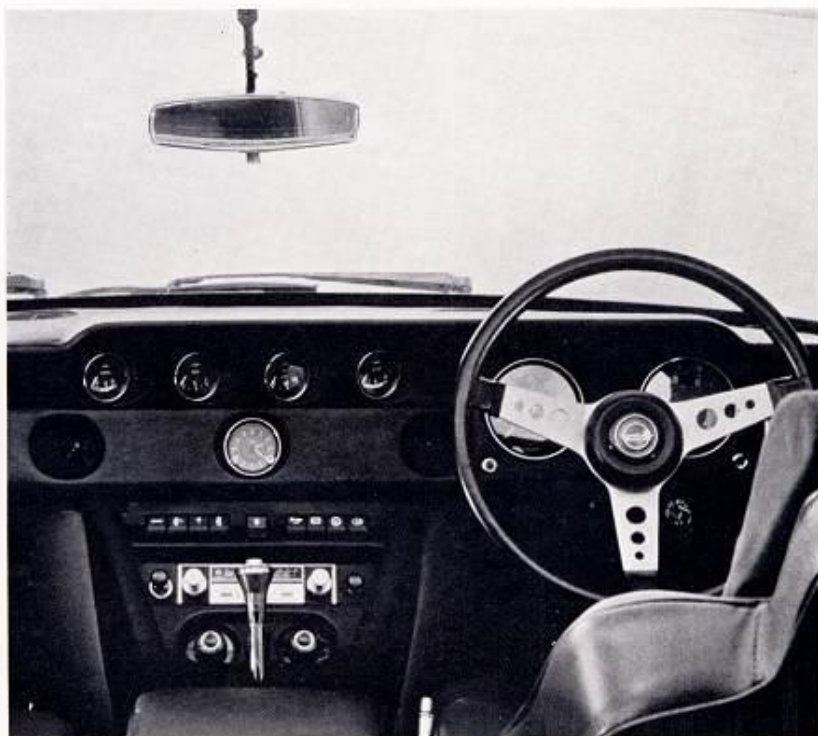
Jensen Motors Limited was originally founded by two brothers, Richard and Alan Jensen, thirty-six years ago. Both highly skilled engineers, they acquired one of the oldest coachbuilding companies in the Midlands, and through their own enthusiasm and integrity, concentrated on the design and production of special bodies for the thoroughbred motor car chassis of that time. Bodies were built on chassis bearing many famous names: Singer, Standard, Wolseley, Delage, Rolls-Royce, Invicta, M.G.: to name a few – fabulous and expensive craftsmanship in cars which, if found today, are irreplace-

able museum pieces of a past era – but all bearing the Jensen hallmark; hand-built quality for the discerning enthusiast.

The first Jensen cars, the Ford V.8 engined series 'S', were designed in three forms; a tourer, a saloon and a drop-head coupe. These cars, with a maximum speed of over 90 mph, incorporated many sophisticated ideas; some, like overdrive and hydraulic clutch operation were Industry firsts. These first cars with their high but effortless performance, elegant styling, supreme comfort and impressive list of features set the standards for all subsequent Jensen cars.



The inside of Jensen cars have been designed by men who are interested in driving. They have made sure you can see everything you need to see and reach everything you need to reach. The switches are recessed and marked with clear identification symbols. From your seat, you can raise and lower the radio aerial, open the petrol tank, unlock the boot and bonnet, heat the rear window, raise and lower both windows electrically and operate the heating and ventilating system. As an optional extra you can have your Jensen fully air conditioned to your own private climate inside the car. There are two lockable glove compartments, an electric clock to tell you the time, a speedometer and tachometer, an adjustable steering wheel and steering column lock and four speaker stereo for the radio and tape cassettes. Whatever is not covered by leather, steel or wood is covered by thick Wilton carpeting. It is far more luxurious than most peoples homes and considerably faster.



Jensen Interceptor II ar

In 1938, a Nash Straight 8 engine was offered as an alternative to the Ford. The war years saw a complete stoppage of car production, but the ingenuity of the Jensen brothers found an outlet in such projects as converting tanks for river crossings.

The first post-war Jensen car was the Austin 4 litre engine Interceptor. This was replaced by the revolutionary glass fibre bodied 541 in 1954, which featured disc brakes on all four wheels and a maximum speed of over 120 mph.

The Jensen CV8 was announced in 1962 with a Chrysler V8 engine, automatic transmission and tremendous performance: 0-60 mph in 6.7 seconds; 137 mph maximum; and described as the best long distance touring car ever tested. Production of this car proceeded in limited numbers alongside contract building for other well known manufacturers and between 1953 and 1967 over 90,000 Austin Healey's were built in the Jensen Works and, later coupled with Volvo and other makes, over 300 cars a week left the factory.



The new Jensen seats incorporate design ideas that originated in racing cars and aircraft. They are considerably longer from the base of the spine to the knee so your legs do not get tired. Your hips and back are supported by firm padding at either side of the seat and you can adjust or remove the headrest with its soft cushion. Each front seat is fully reclining with an extra five inches of leg room if you push it right back and you can adjust the rake to any angle you like. When you have set it at the most comfortable position a memory-lock device makes sure it stays set. You flip the seat forward for passengers getting in or out – when you push it back it returns to the position you selected. The contour moulded rear seats have been made deeper and there is more headroom. In the middle is a pull-down armrest and there is a pocket at each side. All the seats are covered in hide and each Jensen accounts for six complete hides. So you sit on a small fortune with all round elegance and comfort.

nd FF II models

1966 saw the introduction of the entirely new Interceptor and the fantastic FF incorporating the Ferguson Formula four-wheel drive system. Proclaimed the most advanced production car in the world and winning the 'Car of the Year' award the Jensen FF is still the only production car available with a four-wheel drive system. With their low sleek bodies of Italian conception combined with American Chrysler V8 engines and British engineering skill the Jensen Interceptor and Jensen FF have, in less than three years, sold in greater numbers than all previous Jensens combined.

Following the retirement of the Jensen brothers in 1966, and the conclusion of contract work for other manufacturers, the Jensen management team is today led by American born Carl Duerr and is known as one of Britain's leading manufacturers of hand built production cars. The Jensen Interceptor II and Jensen FF II incorporate refinements and improvements to the original models and are proudly introduced by the Company confident of its future with the development of home and overseas markets for these outstanding grand touring cars.



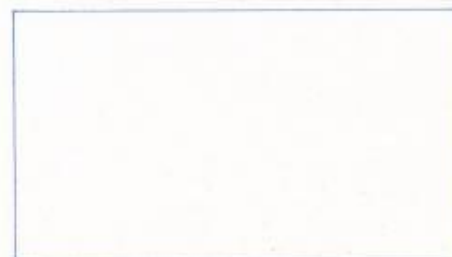
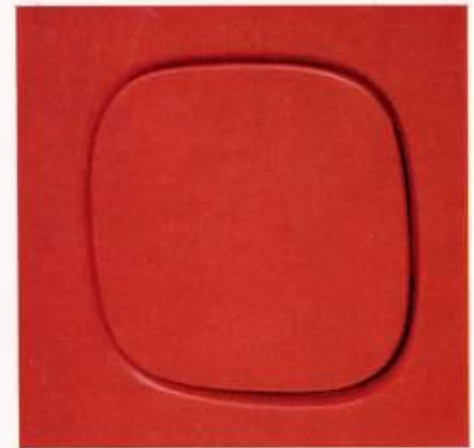
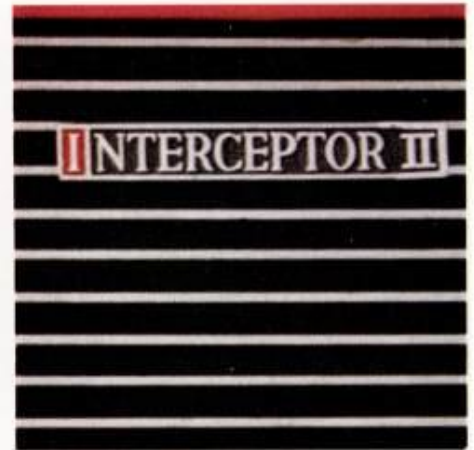
All round elegance

16 cubic feet luggage compartment under rear window with self-supporting lid operated by interior release lever.

Four quartz-halogen headlamps, hazard flasher lights, sidelights and wide radial-ply tyres with power assisted steering.

Smart front appearance with identification badge and aluminium grille.

Electrically operated fuel filler flap with twenty gallon capacity petrol tank.



Specification

Interceptor II

International splendour... superb engine and transmission... tremendous performance... comfortable armchair seats... well balanced handling... Sound British engineering has created one extravagant package that lifts the Interceptor to the top bracket of our desirable property list. Figures do not convey the absurd ease with which 325 bhp thrusts the big car up to 140 mph, nor the imperceptible pause as one gear slips into the other in the uncannily smooth automatic gearbox. Responsive handling... light steering permits astonishingly carefree use of so much power.

Motor

... To say that the acceleration is electrifying is something of an understatement. The automatic transmission... cannot be faulted at all. On Autoroutes 120 mph is a comfortable and very relaxed cruising speed, and even on a blustery day with teeming rain the stability was excellent.

The engine... performed faultlessly... starting hot or cold is always instantaneous and the automatic choke phases out progressively without over-speeding or making the mixture too rich. Like one of the latest jet airliners... particularly in the way the smooth, near-silent power pull went right on to high speed without jerks. For a new model the Interceptor feels fully mature and extremely well built. It is an eyecatcher everywhere and its looks are a clever combination of practicalities and an efficient shape... the Interceptor represents one of the safest forms of road transport.

Autocar

The 4-wheel drive Jensen FF matches power to safety as no car has ever done before. Its adhesion is remarkable — an FF can corner faster on a wet road with more confidence than most cars can on a dry one! The Dunlop Maxaret anti-skid braking system automatically removes the panic from panic-braking on a slippery surface and the Jensen FF will stop without drama in the shortest possible distance. The car of the decade. Unqualifiedly the most attractive car I have ever seen; and the FF is the best car I've ever driven.

Time & Tide

Drive an FF for a week or two and you will appreciate that hard-to-define adhesive feeling as if the tyre treads comprised a pattern of little suction cups. The car... can accelerate out of the second half of a corner as if on the straight. When it comes to braking you can really stop in the most difficult conditions — and you can steer to avoid at the same time as you brake. The ability to turn the tap full on and keep it on is as satisfying as it is electrifying. The Jensen simply gets up and goes with complete absence of wheelspin and drama.

Autocar

If your idea of an aircraft is something with a terribly smooth and powerful turbine providing the urge, with fully powered flying controls, and with fail-safe systems in abundance, then driving the FF may be the nearest substitute. The difference is there from the moment you move a wheel: somehow you know you're in good hands that when the chips go down or the weather turns nasty you're all alone with the safest car in the world.

Car

DIMENSIONS

Overall length	15ft 8in (4,775 mm)
Overall width	5ft 9in (1,753 mm)
Overall height	4ft 5in (1,346 mm)
Wheelbase	8ft 9in (2,667 mm)
Track, front	4ft 7½in (1,418 mm)
Track, rear	4ft 8½in (1,435 mm)
Ground clearance	5½in (140 mm)
Weight	31½ cwt (1,588 kg)

ENGINE

Cylinders	8
Configuration	90°V
Bearings	5
Capacity	6,276 cc
Bore	108 mm
Stroke	86 mm
Compression ratio	10 : 1
Tank capacity	20 Imp. galls. (91 litres)

TRANSMISSION

Control automatic, manual over-ride

Gear ratios:

1st	7.05 : 1
2nd	4.16 : 1
Top	2.88 : 1
Reverse	6.32 : 1

STEERING AND BRAKES

Power assisted steering

Turning circle	38ft 0in (11,582 mm)
Turns, lock to lock	3.4
Ratio	17.8 : 1

4-wheel Girling disc brakes

SUSPENSION

Front: independent, wishbones with double combined spring/damper units.

Rear: semi-elliptical dual rate springs, Panhard rod, telescopic dampers.

FF II

DIMENSIONS

Overall length	15ft 11in (4,851 mm)
Overall width	5ft 9in (1,753 mm)
Overall height	4ft 5in (1,346 mm)
Wheelbase	9ft 1in (2,769 mm)
Track, front	4ft 8½in (1,445 mm)
Track, rear	4ft 8½in (1,445 mm)
Ground clearance	5½in (146 mm)
Weight	34 cwt (1,727 kg)

ENGINE

Cylinders	8
Configuration	90°V
Bearings	5
Capacity	6,276 cc
Bore	108 mm
Stroke	86 mm
Compression ratio	10 : 1
Tank capacity	20 Imp. galls. (91 litres)

TRANSMISSION

Control automatic, manual over-ride

Gear ratios:

1st	7.05 : 1
2nd	4.16 : 1
Top	2.88 : 1
Reverse	6.32 : 1

STEERING AND BRAKES

Ferguson Formula 4-wheel drive unit, power assisted steering

Turning circle	39ft 0in (11,887 mm)
Turns, lock to lock	3.4
Ratio	17 : 1

4-wheel Girling disc brakes incorporating Dunlop Maxaret anti-skid device

SUSPENSION

Front: independent, wishbones with double combined spring/damper units.

Rear: semi-elliptical dual rate springs, Panhard rod, telescopic dampers.



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