

Noch existierende 541

My figures will be out of date by now, but when I handed over to David and Jane Turnage the numbers looked like this:

541, including de luxe models, 82 on the road, 86 likely to exist but not on the road, total 168 or 75%.

541R, numbers were 94 and 58, total 152 or 80%

541S were 61 and 40, making 80% surviving.

If anything, the current figures will be slightly higher, since quite a few cars believed to have been destroyed have turned up in the past few years. Altogether the survival rate is pretty impressive.

541R Motorhaube

„What do you think about a pair of leather straps to hold down the bonnet of my 541R instead of the ugly original system ?“

My dear Julian,

I say, if you will forgive me, I feel I really must draw your attention to one or two points about ownership of a British car of the 1960s.

You see, old chap, there has to be a certain amount of ritual involved in preparing to start a machine which, being designed by gentlemen with a high regard to the finer points of motoring, involves careful attention to the detail of the whole thing. I mean, let's face it, just opening a door and turning the key is just not the thing with a Jensen 541R, is it? Really, I think not.

The bonnet securing devices are the absolute fundamental examples of what I am talking about. The time and care required to open the bonnet instils in the owner a realisation and appreciation of the care that went into the design of the devices. The precise angles required for the screw threads, swivels etc are the result of many hours of development behind a very serious piece of engineering. And the engineers were British, after all, even if they did indeed hail from the Midlands of the country.

Further, while performing the opening ritual prior to opening the bonnet, it is astonishing how quickly a crowd gathers, curious to see what is being done. By the time the catches are released, the eager anticipation of the assembled onlookers is reaching near fever point, and, when the bonnet is slowly raised, an audible gasp of astonishment and admiration is a joy to hear, and it never loses this appeal during one's ownership of the car.

So, my dear fellow, I do beg of you to consider very carefully the full implications before even thinking about the introduction of leather straps, which after all, are not quite the thing, you know. All right for the Bentley chaps and others, but not quite Jensen, d'you know what I mean? Splendid!

I trust that I have caused no offence, and remain yours sincerely,

Anthony J Marshall

Auftanken beim 541

Paul Boulton's mod was to fit the breather pipe as near the top of the filler pipe as possible, thus preventing the syphoning effect which dumps fuel whenever you brim the tank. This happened to me on at least six occasions, often resulting in being chased down the road after filling up by frenzied motorists seeing fuel spraying out from the back of the car. One of the first press reports on the 541S mentioned this problem, but nothing was ever done about it at the factory!