

Luxury plus . . .

*More Refinement for
One of Britain's
Fastest Cars*

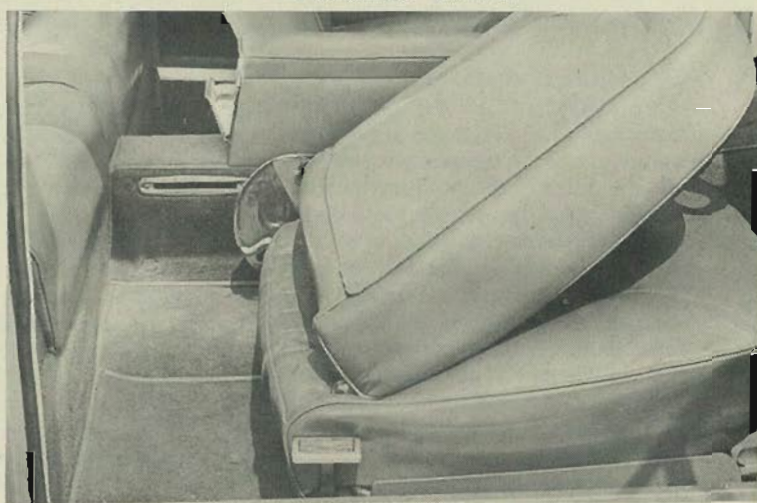
ONE of the fastest and quickest-off-the-mark production cars ever sold in Britain appears today with even greater refinement. This is the Mk. III version of the 6½-litre Chrysler-engined Jensen C-V8 saloon which offers a unique blend of comfort, silence and sheer performance. This is the first of the C-V8s to have a Mark number, which has now been introduced to distinguish it from its two forerunners—the original C-V8 with 5.9-litre engine and the later version with the present 6½-litre unit.

Changes found in the Mark III are of detail only, but all add to the general luxury. Not surprisingly, there is some increase in price, the basic cost of the automatic-transmission model having been raised to £3,043 7s. 11d. (total with purchase tax £3,679) and that of the manual-transmission model to £3,126 3s. 1d. (total £3,779).

External changes are confined to minor re-shaping at the front and a little tidying-up of details. To improve both appearance and vision, the scuttle has been lowered slightly and the front headlamp treatment modified. The shroud over the lamps (which still conceals an air entry into the ventilation system) has been extended forward a little to give the effect of a slightly longer bonnet although, in fact, the overall length of the car is now one inch less than before. At both front and rear, new bumpers of neater shape and fitted with overrides are used and the boot has been tidied up by eliminating the external hinges. There is also a slight re-arrangement of the identification marks at the rear, "MK III" having been added to balance the "C-V8" emblem, and the word "Jensen" now fitted to the boot lid.

Mechanically, the specification remains exactly as before with the sole exception of the Dunlop disc braking system; this now has tandem master-cylinders and a much larger vacuum booster.

The entirely new front seats on the Mk. III are of the fully reclining type with a screw knob at the front to adjust squab angle and a quick release pedal at the side allowing the squab to be tipped forwards for access to the rear compartment.



The remaining changes are confined to the interior, the most noticeable of which is an entirely new fascia panel of wood veneer. This carries all the former instruments, including a large-dial speedometer and matching rev-counter in front of the driver, and a grouping of the smaller dials in the centre; notable additions are a pair of face-level ventilators of the aircraft type which can be pointed in any direction and are opened or closed by a push-pull action; a separate booster fan is provided for these, independent of the remainder of the heating system.

Two other improvements to the heating and ventilation are independent ducting to the rear compartment and the provision of ventilation slots of improved design above

the rear window to provide an air exit without the need for opening windows or quarter-lights. The rear window itself is of Triplex with invisible heating wires for demisting when necessary. At the front, the safety sun visors can now be swung through 90 degrees to give side protection.

Finally, entirely new front seats of the fully reclining type have been fitted. A screw knob at the front of the cushions provides for the normal adjustment of squab angle but a quick-release pedal at the side enables the squabs to be tipped immediately for access to the rear compartment. Other small details include a redesigned rear centre armrest, and an improved light in the luggage boot, the lid of which is now spring loaded.

Specification

ENGINE: V-8, 108 mm. x 86 mm., 6,276 c.c.; Carter 4-barrel carburetter; comp. ratio, 10.0/1; max. power 330 b.h.p. gross at 4,600 r.p.m.; max. torque, 425 lb. ft. at 2,800 r.p.m.

TRANSMISSION. AUTOMATIC: Torqueflite 3-speed automatic type with torque converter, overriding control and kick-down; overall ratios, 3.07, 4.45 and 7.52; reverse, 6.75.
MANUAL: 10½-in. Borg and Beck 5 s.p. clutch and 4-speed Jensen 4-barrel gearbox; ratios, 3.07, 4.26, 5.86 and 9.46; reverse 9.20. Road speed at 1,000 r.p.m. in top gear, 25.6 m.p.h.

RUNNING GEAR: Dunlop self-adjusting brakes with 11½-in. discs all round, tandem master-cylinder and vacuum servo; coil-and-wishbone independent front suspension with anti-roll bar; semi-elliptic rear suspension with Panhard rod and driver-controlled Armstrong dampers; rack-and-pinion steering; 6.70-15 Dunlop Road Speed tyres.

DIMENSIONS: Length, 15 ft. 3½ in.; width 5 ft. 7½ in.; height, 4 ft. 7 in.; ground clearance 6 in.; turning circle, 38 ft.; kerb weight, 30 cwt.