

Jensen Car Club of Switzerland

walk round jensen

Celebrating 40 years of body building and car production Jensen Motors have released their first convertible since a one-off on the 541 over 15 years ago. Removing the top of the hump-back Interceptor demands a boot-lid and new rear side panels, a revision effected by Jensen themselves without recourse to the original designer, Vignale; that it is as elegant with the hood up or down is proof that they have been successful. Since most of the Jensen's chassis strength comes from the twin tubes, a convertible needs little extra bracing; however thicker door sills and reinforced screen pillars are used. Occupants have to undo the two overcentre clips on the screen rail but otherwise the hood is self-powered with a cut-out in the hood-bag fasteners to prevent the hood trying to climb through it. The mechanism for this is at the front of the boot. This addition to the Jensen range is expected to account for half the Interceptors produced and sells at £9,862.

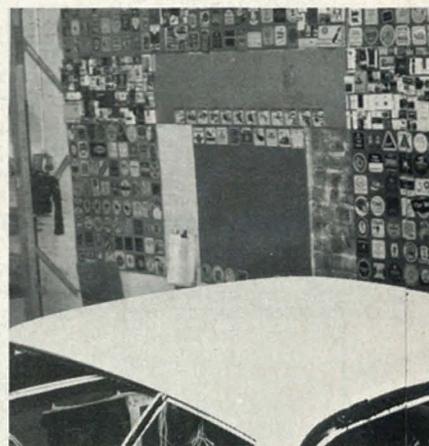
The factory operates on a mixture of mass-production and craftsman techniques; there certainly is a continuous line and at some points it is always on the move. From chassis tubes to completed car takes about 6½ weeks at a rate of around 25 cars a week. But the craftsmanship element is strong where the efficiency of the operation is very much up to the workers themselves; having been round the factory several times now we have no reason to doubt the effectiveness of the process.

Having pioneered glassfibre techniques on the 541, Jensen's present use of the material is discreet but effective—facia, console, door-trims, rear seat back, transmission tunnel, wheel-arch covers all use glass-fibre mouldings.

Although a lot of the parts are bought out, Jensen do a fair amount of their own sub-assembly which enables them to keep good track of the quality and inject the craftsmanship which sets the car above the level of quantity production. ●



Removing the top of the Interceptor creates a new modern elegance in the lines of the Vignale shape

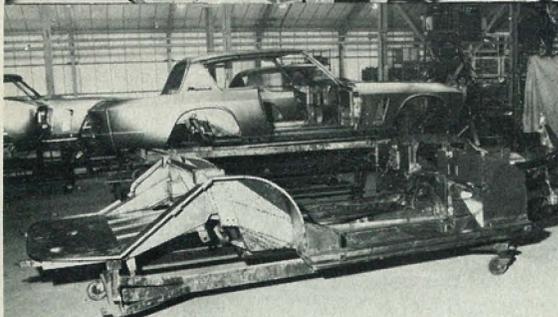


Top, making sure that the fit is right on all openings before painting, above, where the panels go through a complete dip for nine coats. Pass down the production line and you see the world wide collection of 700 beer mats and 400 cigarette packets

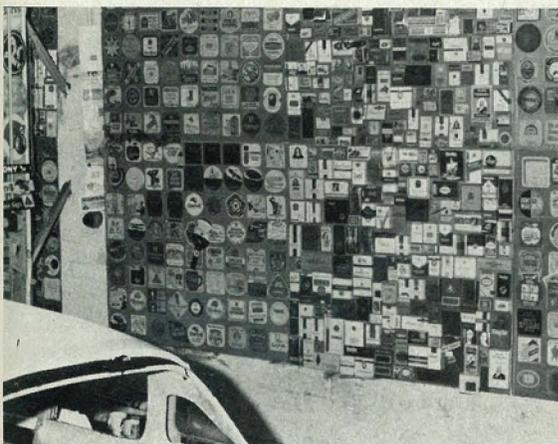
With the cars on high stands, front and rear suspension are installed after sub-assembly alongside; fuel and brake lines are fitted then the Chrysler engine/gearbox is dropped in from above; these arrive blue and are repainted, fitted with Jensen rocker covers and ancillaries fitted. Top left shows trimmed convertible shells receiving their hood mechanisms



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Heart of the Interceptor chassis is the substantial twin-tube construction with one member functioning as the servo reservoir; pressed steel panels are bought out but they are all jig-welded together at Jensen's factory. A steel "monocoque" is welded to the tubular members, bottom left; top right, a section of the convertible's tail. There is still room for craftsmen at Jensen, witness planishing the door and lead-filling for constant door fit



At the end of the interior trimming line the wiring looms are fitted having been made up alongside the track. Seats are hand made upstairs and some six hides are used in each car

It takes only 20 minutes to couple up the engine, fill it, fire up and check for leaks before going to the air conditioning charging bay. Bonnet on, road test for 100 miles, The bodywork is inspected again for defects. After this the car goes through a final water and wind noise check before the paintwork is flatted down for a final coat then given its cut and polish. Rear view of the convertible is very reminiscent of Ferrari 330

