



Jensen Interceptor

Run by James Elliott
Total mileage 93,783
Miles since May
report 257
Latest costs £320

one. While I was there, naturally, I ordered a few more things that I did or didn't really need, namely a Mopar coil that promises to deliver a national grid's worth of spark (and which means I can take off the non-ballast-resisted Lucas Sport effort that has got me through the past couple of months) and a spare rotor arm on the assumption that the system will continue to burn the tips off them until I get the ignition sorted once and for all.

The bottom hose went on easily enough, mainly thanks to being slightly longer and differently kinked to the old item, which is a nice reminder that sometimes the modern parts we love to whinge about can be better than original items. The coil, too, seemed to have an instant effect, smoothing out power delivery and sharpening response. It hasn't done much for the sluggish starting, though, which still needs addressing. I am now convinced that it is fuel rather than sparks, so the prime suspects are the auto choke, the priming or simply the aged Carter carb. The smart money's on the latter two so if I stumble across a decent Carter AVS 4682SA, which is proving harder than you might think considering how many were made, I'll slap it on and see if makes a difference.

A top-up of the transmission fluid also made a mammoth change to daily driving so, while in a fluid kind of mood, I did my first Jensen oil change, using the filter I ordered when I first got the car and the best part of five litres of Millers 20/50. This was the weight of oil recommended in the handbook, but I can't help thinking that a big American V8 would be better suited to something else. Any advice?

The biggest job of the past

Jensen's next for belts and braces

The running repairs (and, more importantly, the running) continue. First up was finishing the number plates, easily sorted thanks to a couple of cheap black plastic bolts from a local motor factor. The difference is huge and the improvement to the whole mien of the car from this £30 makeover continues to amaze. The paintwork might be a little more work. The Interceptor's lacquer is so bad (absent) that it was the perfect candidate for our *On test* of paint restorers (C&SC, May) and the results confirmed that it is going to take a lot more than a bit of elbow grease and gunge to make this car shine again. But, to be honest, that's fine with me because I'm concentrating on getting the mechanicals sorted first.

This has taken the form of some preventative medicine and some necessary treatment. The bottom hose had perished and was dribbling coolant all over the office car park so I got on to Keith Jackson at Martin Robey and ordered a new

'The bottom hose went on easily, a nice reminder that sometimes modern parts can be better than originals'



Brian at Quickfit introduces Elliott to his now family-friendly 'practical hatchback'



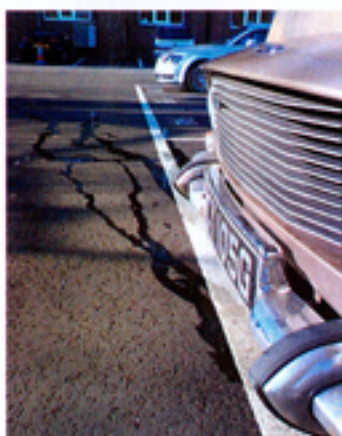
Pricy Mopar coil has smoothed out power delivery from the Jensen's Chrysler V8



Ed compares mismatched bottom hoses



Port helps mate new hose to radiator



Catch tray wasn't quite in the right place



Baby seat now fits in the back of Jensen

month, however, was also the biggest step towards making the Jensen family-friendly. On the say-so of just about everyone, I whizzed it up to Quickfit Safety Belt Systems in north London where Stuart Quick and his team put the much-talked-about rear inertia-reel belts in. As it turned out it was not one of their more difficult challenges, the design of the Jensen lending itself well to their craft, but they still did a lovely job. The reels are tucked away in the boot and the seat-matching webbing appears through chromed slots in the parcel shelf.

The whole operation has been beautifully and sympathetically carried out and I will certainly be recommending them to others. I retained the front static belts because of a cash crisis and because I didn't want to lose the Jensen-branded buckles. The same cash crisis means the new dampers (can you get as-new Armstrongs? If not, I'll be converting to adjustable telescopic) and tyres are on hold. With hindsight, I was probably a bit previous in entering the Jensen for Ian Crammond's Three Castles Run in Wales at the end of May!

THANKS TO

- Quickfit SBS: 020 8206 0101
- Martin Robey: 024 7638 6903