

JENSEN INTERCEPTOR 1950-57

This is not another story about the popular Jensen Interceptor and how the Jensen board could not agree on its final form. Rather, the name, Interceptor was attached to another car of the same make, many years earlier.

Despite the name, little is known about this 'original' Interceptor and very few are available for viewing today.

From 1950-57 (a period of some eight years), just 88 examples were built by the factory and all featured manual transmissions. Little is known of the production at this time as factory records were so very sparse and seen to be of little importance. Besides, Jensen was making itself very busy producing a range of commercial vehicles that was very popular with industry at the time.

Here was a car that was 'largish' in size, possibly overweight, though well proportioned (although could hardly be called 'daring' as in the later CV8's and Interceptors) and was powered by a 'tried and tested' Austin 6 cylinder 4 litre motor that put out around 130bhp. This was the same motor that was used in the 541 series too.

As mentioned, it was a very functional design and held its head high among the competition of the time, which included makes such as Riley, Rover, Standard and possibly even, Austin.

The original Jensen Interceptor was a very different creature from the better known namesake of the 1960's and 70's. Typically Jensen, the Interceptor came out in various guises including the Saloon and Cabriolet. There was one specially built car that sported a targa top that was christened the Sedanca. This was chassis no. INT765125.

The Interceptor could cruise at around 70mph for long periods of time, complete 0-60mph in just over 13 seconds and do close to 100mph if pushed. This kind of performance was considered to be very adequate.

Probably more in keeping with the Jensen tradition that we have all become accustomed to, was the 'balance' of these cars. Despite any awkward appearances, the Interceptor had a front/rear proportion of 52/48 and surely must have handled in a very safe and secure manner. Have any club members ever driven one?

A search through the records reveals that there have been 5 of these Interceptors in Australia in total. I will go through each in a little detail. If you know of any, please let me know.

The first known car wore the chassis no. INT/113234. Little is known about this car. Its body type is unknown, as is its fate. It could be out there somewhere.

The second Interceptor was a rather smart looking car that graced the state of South Australia in Gunmetal Grey-like livery and red interior. It was a Cabriolet (INT/183447) with reg no. UYR 546 (SA). It has since been exported back to the UK.

INT/213450 was a Saloon that inhabited the Ballarat region of Victoria for many years during the 1980's. It was Grey in colour with Chrome wire wheels and looked quite smart. Although totally standard in appearance (except for the aftermarket door handles fitted), the car had a Ford 6 cylinder motor and gearbox. The current whereabouts of the car is not known.

The second last Interceptor known to be in Australia is that of INT/223451. This car, I am pleased to say, has been featured in a number of magazines and very much alive and well in the Northern Territory. INT/223451 was imported from Singapore by its current owner in 1983.

The final car is INT/514700. This Cabriolet was a club car for many years and was imported to the country by the Pickles family (of Pickles auctions). It was last known in NSW 1996 and was red in colour.

The Original Jensen Interceptor - Where are they now?



INT/183447 – now back in the UK.



INT/213450 had Ford power. Current whereabouts not known.



INT/223451 is alive and well in the Northern Territory.



INT/514700 was first owned by Jim Pickles. Last known in NSW, 1996.