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## 1969 Jensen Interceptor

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|---------------------|--------------------------------|-----------------|-------|
| Lot sold            | <b>USD 0</b><br>GBP 0 (listed) | Drive           | RHD   |
| Year of manufacture | 1969                           | Condition       | Used  |
| Mileage             | 102 300 mi /<br>164 636 km     | Location        |       |
| Gearbox             | Automatic                      | Exterior colour | Other |
| Lot number          | 185                            | Car type        | Other |

### Description

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"Touring of Milan, a leading light in automotive coachwork development and design was invited to produce the new Interceptor and, in 1966, it was unveiled at the London Motor Show. Vignale built the body in the early years but it soon came in-house to the coach builders at West Bromwich, Birmingham. With Chrysler's 6.276cc, V8 engine up front and connected to a super-smooth automatic gearbox, it quickly became the must-have motorcar amongst the cognoscente. At the same time, a four-wheel drive version was offered, the FF. Developed by the Harry Ferguson Research Company, it also came with Dunlop Maxaret anti-lock brakes with leather upholstery, reclining front seats and walnut veneer as standard features. 'The Motor' recorded a top speed of 140mph with 100mph arriving in 19 seconds, impressive when driving in four wheel drive luxury.

It is entirely appropriate that the striking design of a Jensen Interceptor should be complemented by an equally striking colour scheme. Listed as 'Mango' in the colour chart, this is, in fact, a Jensen option although infrequently seen but entirely apt. The accompanying paperwork shows export to the US and repatriation back in 1990. In excellent condition throughout and with matching engine and chassis numbers, this example was the subject of a mild restoration in 2008/9 at classic car specialists in Cheshire and has only completed 2,500 miles since then. It has clearly been cherished over the years as would naturally be the case with only three recorded owners in the registration document. Shod with the correct Rostyle wheels and Pirelli Cinturato rubber as well as the expensive option of 'Cotton reel' headrests, the intrinsic quality is extremely good throughout right up to the new front calipers, new service and new MoT test certificate. This was a supercar ten years ahead of

its time when manufactured a super car today."

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