

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1966 – Jensen C-V8 MK III

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1966 – Jensen C-V8 MK III



- Attractive, sophisticated paintwork in 'California Sage' (only 15 cars delivered ex-works) with a black leather interior
- Left-hand drive
- Complete 'frame-off' restoration of the highest quality carried out between 2007 and 2011, with various technical upgrades
- History largely known; with its current owner since 1999
- Anglo-American Gran Turismo: exotic British style meets reliable, powerful US big-block engine technology from Chrysler
- An extremely attractive Jensen C-V8 Mk III in first-class condition
- Only 181 Mk III models were built, of which just under 100 remain



This Automobile

This Jensen C-V8 is a model from the final series (Mk III) dating from 1966. The original colour scheme was dark blue with a grey leather interior. Today, the car is painted in 'California Sage' (light green metallic) with a black leather interior. This exceptionally sophisticated paint finish was only fitted to 15 of the 500 C-V8s produced ex-works.

This example was originally intended for export to the USA, but remained as a company car at Jensen Motors in West Bromwich. It was subsequently acquired by the Jensen enthusiast Lord Strathcarron, who kept it until 1983. In 1986, the C-V8 was sold at auction to Belgium, where it remained until 1993. From there, it was sold to Germany – first to an owner (name known) in Kiel, and in 1998 to another owner (name known) near Hamburg. A year later, the current owner in Hamburg acquired the Jensen C-V8, adding it to his collection of British classics.



A few years later, he decided to carry out a comprehensive restoration of the Jensen and bring it up to a high standard both technically and aesthetically. To this end, the bodywork was separated from the chassis and the components were carefully worked on individually. The fiberglass bodywork was stripped of its old paint and repainted in eight coats of 'California Sage', whilst the body seals and glass were replaced. The aluminium doors were dismantled and overhauled (including locks and window mechanisms), the chrome and fittings were refurbished or replaced, the underbody was ice-blasted and sealed, and all cavities were treated with anti-corrosion protection. Some sections of the steel floor were replaced and the floor was repainted. The same was done to the vehicle frame.

The original engine was stripped down and thoroughly overhauled; the cylinders were honed to an oversized bore and high-performance pistons were fitted. The light-alloy cylinder head was fitted with different valves and a different camshaft. At the same time, power was increased to approximately 365 PS thanks to a modified intake system and a tailored carburettor set-up. The gearbox and differential, the cardan shaft, the auxiliary units (alternator, fuel pump, power steering, distributor) and the radiator (with high-performance fans) have all been overhauled. To protect the drive aggregates, an oil cooler, gearbox oil cooler, power steering oil cooler and fuel cooler were retrofitted, which significantly increases the car's reliability. The stainless-steel exhaust system was heat-insulated from the manifold outwards, and the fuel tank was resealed.



Of course, all components of the chassis have also been overhauled. The front and rear axles were completely dismantled and overhauled. The same applies to the wheel bearings, tie-rods, suspension (leaf springs sandblasted), shock absorbers and the steering. All wear parts have been replaced. The braking system has also been largely replaced, including the pistons, discs, pads, hoses, brake booster, brake cylinders and reservoir. In addition, the car has been fitted with new black-painted cross-spoke wheels with centre locks, which look excellent on the car. As part of the restoration, the steering was converted from right-hand drive to left-hand drive.

The interior has undergone a comprehensive refurbishment by an upholstery specialist. The seats, rear bench, door panels and centre console have been reupholstered in leather, the high-quality dashboard has been refitted with new veneer, and the instruments have been overhauled. The carpet in the cabin and boot has been replaced and the headlining renewed. In addition, seat belts have been retrofitted and seat heating has even been fitted for cooler days. The heating system has also been overhauled for this purpose. Furthermore, the electrical system has been completely overhauled. This includes a newly manufactured wiring harness, the overhaul or partial replacement of the lighting system and interior lighting, as well as all electrical components.

The work spanned the period from 2007 to 2011 and the costs amounted to over 150,000 EUR. In the course of these extensive measures, the Grand Tourer was restored to a highly attractive and high-quality technical condition. This provides a sophisticated touch whilst also ensuring significantly better everyday practicality and driving pleasure. Thus, our Jensen C-V8 Mk III stands out clearly from other examples as a truly exceptional motor car. Given the limited production numbers, it is an exclusive sight in any case and will always attract attention thanks to its British extravagance.



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Model History

The Jensen C-V8 is one of the most significant models made by the British car manufacturer Jensen Motors, which was founded as early as 1935 by brothers Alan and Richard Jensen, primarily as a coachbuilder. The Jensen C-V8 series was a classic Gran Turismo coupé and was manufactured from 1962 to 1966. The differences from its predecessor, the 541, were striking – particularly in terms of the engine, with an upgrade from a 6-cylinder to an 8-cylinder unit, as well as enhanced comfort for the passengers and a more refined body design.



The bodywork, designed by Jensen's chief designer Eric Neale, was futuristic by the standards of the time and featured a number of typically British, extravagant details. Like its predecessor, it was made of glass-fibre-reinforced fabric, a material in which the Jensen brothers saw great potential. One of the car's most distinctive features is its striking front end with four asymmetrically arranged headlights. This provides the Jensen C-V8 a unique appearance and makes it highly recognisable.

A major advantage of the C-V8 is the powertrain beneath its striking bonnet. It is not a capricious British in-house construction, but a robust, large-displacement V8 paired with a matching gearbox from Chrysler's large-scale production range. The powerful big-block engines, with displacements ranging from 5.9 to 6.3 litres and outputs of 320 to 335 hp, not only give the grand tourer outstanding performance but also a high level of reliability and ease of maintenance for this exclusive vehicle class.

The C-V8 was modified into three versions: Mk I, Mk II and Mk III. Unlike the Mk I and Mk II, where the headlamp surrounds were still chrome-plated, the headlamps on the Mk III in the same size had no chrome surrounds. In the Mk III, the interior was upgraded: the dashboard, crafted from genuine walnut, marked a return to classic British luxury. Technically, the C-V8 Mk III featured a dual-circuit braking system with an additional brake circuit, which enhanced safety and driving stability.



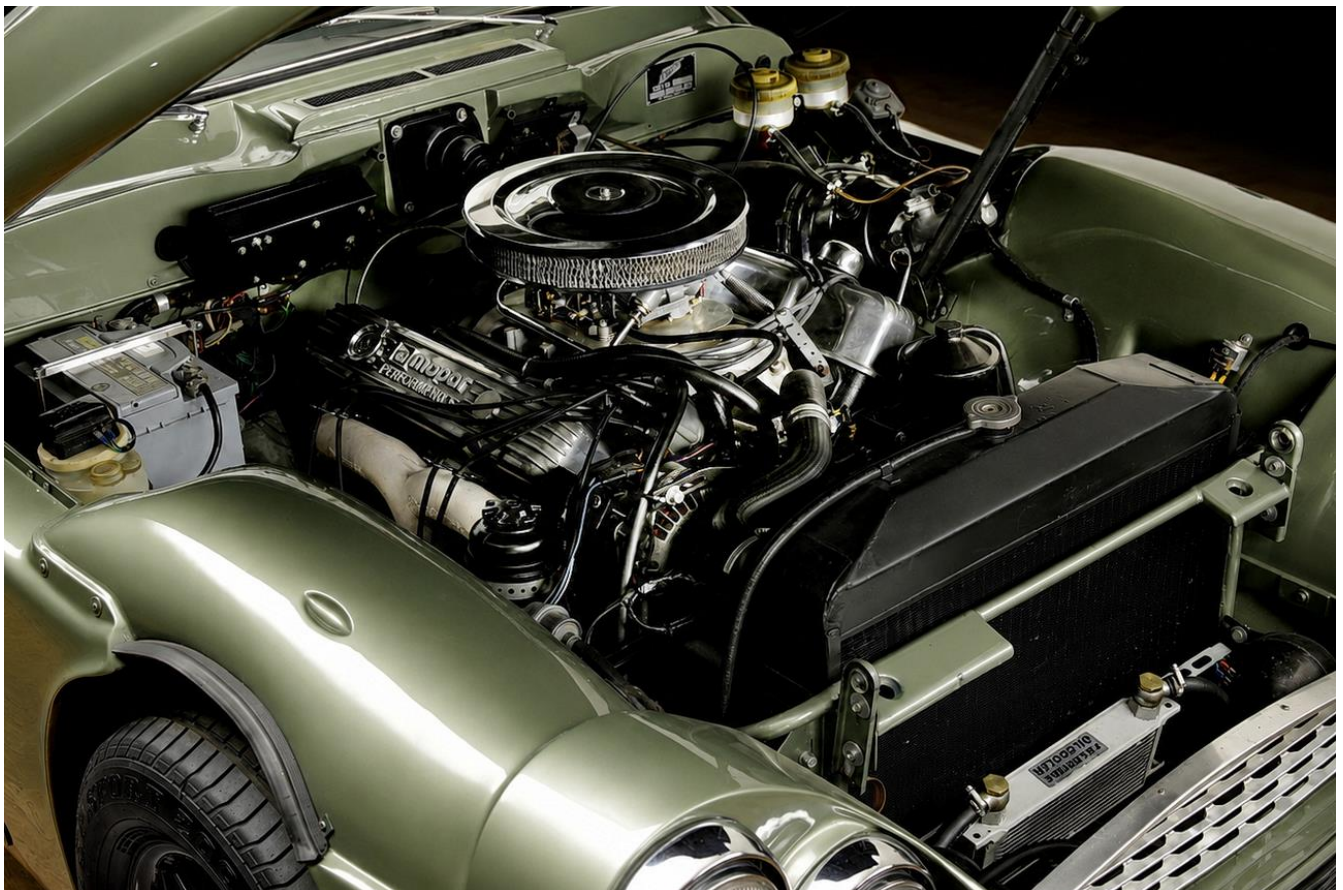
The Mk III was the fastest 2+2-seater of its time. Its acceleration from 0–100 km/h was faster than any of the rival models from Aston Martin or Jaguar and matched that of a Lamborghini Miura (6.7 seconds). The automotive press therefore described the C-V8 as 'The Gentleman's Dragster'.

In retrospect, the CV8 Mk III is regarded as a milestone for Jensen Motors, as it bridged the gap between classic British craftsmanship and the modern luxury car segment. It remained an exclusive model throughout. During its four-year production run, around 500 units were built, 181 of which were Mk III models.



Data & Facts

Yera of construction	1966
Quantity	approx. 500 units as C-V8, of which 181 as Mk III (1965 – 1966)
Colour scheme	California Sage (light-green metallic) with leather interior black
Mileage (reading)	3,048 miles
Engine	V8 front engine (Chrysler), 90°, water cooled, central camshaft with driven by chain, hanging valves with hydraulic valve lifters, down-draft carburettor Carter AFB, automatic choke
Displacement / power	6,276 cc, approx. 365 hp (with power upgrade)
Gearbox	Automatic, 3-speed, steering wheel selector (Chrysler Torqueflite)
Brakes	discs front and rear
Empty weight	approx. 1,525 kg
Top-speed	approx. 225 kph
Equipment	cross-spoke wheels with centre locks, radio, seat heating
Documents	German title for historic vehicles, description/photos on the restoration, several invoices, MOT reports, some additional (contemporary) documents on the car and the Jensen C-V8 model



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Appendix

Location	Hamburg, Germany	
Price	EUR 159,000.00 (VAT not to be shown)	
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