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## 1971 Jensen FF

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Lot sold	<b>USD 109 107 - 122 745</b> GBP 80 000 - 90 000 (listed)	Drive	RHD
Year of manufacture	1971	Condition	Used
Chassis number	127276	Location	
Lot number	407	Exterior colour	Other
		Car type	Other
		Engine number	3373/127E

### Description

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Sold through Newbury Motors of Halesowen in January 1971 to Mr DE Sharpe of Scunthorpe Purchased by Ian Orford, Managing Director of Jensen Cars Ltd. in 1987 but not used Fully restored between 2015 - 2018 when it was returned to its original colour of Pimpernel Red Upgrades included a Retrosounds DAB radio, iPod connectivity and modern cooling fans Recently treated by our vendor to a back-to-metal, glass-out respray at a cost of 15,000 and a set of the correct alloy wheels with Michelin XWX tyres Good history file, parts invoices, DVLA vehicle records, MOT to June 2020 with no advisories, vehicle build & specification sheet and a full photographic compilation of its restoration Unveiled in 1966, at the London Motor Show, the Jensen FF was immediately voted 'Car of the Year' by the motoring press based on its outstanding technical ability. FF stood for Ferguson Formula, the four-wheel-drive system developed by Harry Ferguson for racing cars, that split the torque unequally between the front and rear wheels to give the car unheard of handling qualities for a big GT car of the mid-60s. This combined with Dunlop Maxaret anti-lock braking - another first - is what led the pundits to call the FF the "World's safest car". In October 1969, a significant number of improvements heralded the arrival of the 'MkII'. The newcomer incorporated revised front suspension and Girling brakes as well as a new front bumper and countless minor alterations, however, the main improvement was a completely redesigned interior featuring a new dashboard and seats. Mechanical changes to the FF kept abreast of those made to the standard Interceptor, although, there were numerous subtle differences, the most obvious being the FF's twin side vents. Looking almost identical to the standard Interceptor, it was actually nine inches longer in the bonnet to

accommodate the extra space needed for a front differential. Priced at around 30% above the Interceptor, itself not a cheap car, the FF was the privilege of a wealthy few, and when production ceased in 1972 only 302 had been made. This 1971 FF was originally ordered in late 1970 from Jensen by German Distributor GHS, however, plans subsequently changed and the car was prepared for the UK Market and sold through Newbury Motors of Halesowen in January 1971 to Mr DE Sharpe of Starco Engineering, Scunthorpe. It's original registration number was PWP 646J and the history file shows various warranty claims and a regular service voucher at 36,000 miles in 1973. Little is known of the car during the intervening years until it was purchased and registered to Mrs Atterbury of Brierley Hill in 1979 until mid-1980 when her husband became the registered keeper until June 1987. The car was subsequently purchased by Ian Orford, Managing Director of Jensen Cars Ltd. in 1987 and at this point, it appears that the car had been repainted blue with a vinyl roof and acquired the registration 6 DNX. For some reason, the FF was left languishing at the rear of the Jensen Motors Ltd. Kelvin Way factory partially dismantled until it was rescued in 1989 by a Mr Winter of Sevenoaks. Winter retained the car until he passed away in 2003 when his good friend and renowned Jensen enthusiast Tom Scullane purchased the car and in 2004, his daughter passed the car onto the owner prior to our vendor. The FF was dry-stored for a number of years before being fully restored between 2015-2018 when it was returned to its original colour of Pimpernel Red. The defective speedometer was changed during this time. The restoration was comprehensive with many NOS panels and a new floor, stainless steel fuel tank and new bumpers. On the mechanical side, the gearbox and engine were rebuilt, the latter by Geoff Hauser, the braking system was fully overhauled, whilst the interior was beautifully refurbished with seat belts front and rear. Subtle modern upgrades included a Retrosounds DAB radio, with iPod and telephone connectivity, and upgraded modern cooling fans. In all, there are invoices on file for more than 20,000. Finally, back on its feet, this well-travelled FF was purchased by our vendor, lightly used and dry-stored for a short period before he, in turn, felt the need to take the FF up to another level with a full, back-to-metal, glass-out respray at a cost of 15,000 and a set of the correct alloy wheels with Michelin XWX tyres. A well-kept history file accompanies the car and contains parts invoices, DVLA vehicle records for the car when on its previous plate 6 DNX, the V5c, an MOT to June 2020 with no advisories, vehicle build & spec sheet and a full photographic compilation of its restoration. The MkII Jensen FF (of which just 107 were made) is widely considered to be the best of the lot, fitted as it is with the sportier 6.2-litre V8 rather than the softer 7.2-litre unit of the MkIII. This has to be one of the best of the few FFs still in existence in freshly restored condition and, with this rare model continuing to strengthen in the market, may well be a shrewd investment!

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