

COLLECTOR REFERENCE FILE 113 · ZENVO · DENMARK · FACTORY WORLD

ZENVO

ST1 · TS1 GT · TSR · TSR-S · AURORA · THE DANISH FACTORY WORLD

PURPOSE & THE HOUSE

WHAT THIS FILE IS

A COLLECTOR REFERENCE FILE for the whole marque, no classical PPI, per the dossier: at Zenvo's numbers, the cars are less series models than individually cared-for collector machines. Founded 2007 by Jesper Jensen and Troels Vollertsen in Praesto, Denmark, the name drawn from the letters of Vollertsen's own, the house has followed one concept from the start: extremely small series and an unusually close bond between works and owners. The current Aurora generation is carried by a deliberately small international dealer and service network and, where needed, directly by the works. FACTORY_DEPENDENCY = VERY HIGH, and the dossier's core sentence stands: no other maker of this size makes history weigh this much.

THE MODEL LINE

ST1 & TS1 GT

The ST1 (2009-2016): the first series model, around 15 cars, a 6.8-litre V8 charged by turbo AND supercharger together, up to around 1,100 PS (1,104 bhp per works data). The TS1 GT: the grand touring evolution, a 5.8-litre V8 with twin superchargers around the same output, tuned toward comfort against ST1 and TSR. Both live entirely in the works world, and a Zenvo-documented service history counts as a core component of any valuation.

TSR, TSR-S & THE CLOSING GT

The TSR: the track-orientated variant with new aerodynamics, chassis and sport gearbox. The TSR-S: its road-legal form, famous for the CENTRIPETAL WING, the pivoting active rear wing that banks into corners, and for uncompromising dynamics. A register gap addition closes the chapter: the TSR-GT, three cars built 2022-2025 as the last of the TSR series per model records. Field: ST1_TS1_TSR_TSRS_AURORA as the identity axis.

AURORA · THE GENERATION CHANGE

Revealed August 2023 at Monterey Car Week: the complete generation change. Two variants, TUR (grand touring) and AGIL (track-focused), around a newly developed 6.6-litre quad-turbo V12 with hybridisation, engineered with Mahle per launch records, with outputs around 1,250 to 1,450 bhp per launch data and a planned run of around fifty cars per variant per records. First customer deliveries are currently slated for the second half of 2027 per the works. No field experience exists yet: the register treats the Aurora by baseline logic, on works information and the announced ownership programme, nothing invented.

THE ST1 CHAPTER, READ HONESTLY

TWO FIRES, ONE DOCUMENTED ANSWER

The early ST1 became publicly known through two vehicle fires, the 2014 Top Gear test car and a further car in 2015. Zenvo answered with a reworked thermal management and engine bay, and the register consequence is the dossier's own: on early ST1 it must be DOCUMENTED that these works measures were carried out, as a mandatory provenance point, not folklore. Per formulation discipline the incidents are stored as documented events with a documented works answer, not as a series verdict. The TS family: continuous development, and no publicly documented series recalls of larger scope.

THE RECORD, OWNERSHIP & PROVENANCE

THE WORKS IS THE RECORD

NO publicly known model-wide recall campaigns exist across the marque: instead individual works updates, rolling technical development and direct factory support, with the works systems as the database. Service: larger work typically at the works in Praesto, through authorised Zenvo partners, or in close works coordination. Parts: engine, gearbox, body, carbon and electronics all works-side, with longer lead times to plan for on nearly every major component. Costs: no official lists, and per the dossier no figures are recorded: factory service is the reference path, and individually made components and carbon parts run high. Provenance carries the marque: chassis number, build sheet, works service, factory updates, owner history, event history, original condition, with works service, provenance and build sheet CRITICAL, factory updates, carbon structure and originality HIGH, and the technology itself MEDIUM: the machinery matters, but at these numbers the PAPER is the car. No bands: a handful of ledgers per model decide.

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ST1 built, the first Zenvo: turbo and supercharger on one V8, and history above everything

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Public ST1 fires (2014, 2015), answered by documented works measures: proof required on early cars

2027

Second half: Aurora deliveries per current works guidance, the generation change on baseline logic

Sources: Zenvo Automotive works data and model records (founded 2007, Jensen and Vollertsen, Praesto; ST1 2009-2016, ca. 15 cars, 6.8 V8 turbo plus supercharger, ca. 1,104 bhp works data; TS1 GT 5.8 twin-supercharged GT; TSR track car and TSR-S with Centripetal Wing; TSR-GT 3 cars 2022-2025 per records, gap addition; Aurora revealed Aug 2023 Monterey, Tur and Agil, 6.6 quad-turbo V12 hybrid with Mahle per launch records, ca. 50 per variant planned, deliveries slated H2 2027 per works); ST1 fire events 2014 (Top Gear car) and 2015 per press record, works thermal-management rework per dossier documentation; no model-wide recall campaigns known, works-direct updates. COLLECTOR REFERENCE FILE: no PPI, no checklist, no bands: the works ledger decides.