

# CLASSIC DRIVER



## 1954 Jaguar XK120 Roadster

Lot sold	<b>USD 81 264 - 94 808</b> GBP 60 000 - 70 000 (listed)	Lenkung	Rechts
Baujahr	1954	Zustand	Gebraucht
Getriebe	Schaltgetriebe	Standort	
Chassisnummer	S675470	Kraftstoff	Benzin
Zahl der Sitze	2	Außenfarbe	Sonstige
Antrieb	Zweirad	Automobiltyp	Sonstige
Losnummer	438	Motornummer	F29238S
		Markenfarbe außen	Old English White

### Beschreibung

Guide price: ??60000 - ??70000.

- Finished in Old English White with a red leather interior on chrome wire wheels
- Originally a US car - imported to the UK in 1997, lightly restored and converted to right-hand drive
- The previous owner kept the car for 20 years and in that time covered a mere 4,000 miles
- Supplied with a UK V5c, previous MOT Certificates and old invoices

A car-starved Britain, still trundling around in perpendicular, pre-war hangover motors glimpsed the future in October 1948 with the launch of the Jaguar XK120 at the Earls Court Motor Show. Intended initially as a test bed and show car for the new Jaguar XK engine, the level of acclaim was such that Jaguar founder and design head, William Lyons, put the XK120 into production. Assembly commenced in 1949 in Coventry, and the XK's swoopy shape and stylish occupants would become a common sight on British roads over the next fifteen years. The first roadsters, hand built with aluminium bodies on ash frames mounted on modified Jaguar Mark V chassis, were constructed between late 1948 and early 1950. In order to meet the unexpected demand beginning with the late

1950s cars, all bodysells were now formed in pressed steel, although they retained aluminium doors, bonnet and boot lid. With an alloy cylinder head, hemispherical combustion chambers, inclined valves and twin SU carburettors, the dual overhead cam 3.4-litre straight-six was comparatively advanced for its time and produced 160bhp. Development of the model continued with the introduction of the Special Equipment, or SE, in 1951 which boasted an extra 20bhp, bringing it up to 180bhp, and the styling enjoyed a few subtle changes. The "120" in its name referred to its 120mph top speed which made the XK120 the world's fastest standard production car at the time of its introduction. Success in motor racing secured the car's future and today, Jaguar XKs, and especially 120s, remain sought after with the Roadsters, in particular, carrying a premium over the Drophead and Fixed Head Coupés. This particular XK120 was originally supplied in left-hand drive to the US but returned to the UK in 1997 when it was lightly restored and at the same time converted to right-hand drive. Finished in Old English White with a red leather interior, it's been upgraded with disc brakes, making it more useable on modern roads. Supplied with a UK V5c, some previous MOT Certificates and old invoices, this lovely 120 has been with the previous owner for 20 years and in that time has only covered 4,000 miles. At an attractive estimate, DSJ 534 offers an excellent entry into the wonderful world of Jaguar XK ownership.

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