
1958 Jaguar XK 150

Lot sold	USD 134 888 - 188 843 GBP 100 000 - 140 000 (listed)	Drive	LHD
Year of manufacture	1958	Condition	Used
Chassis number	S830705	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	269		

Description

1958 Jaguar XK150 SE 3.4-Litre Roadster

Registration no. 141 XUY

Chassis no. S830705

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly

popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

One of 2,173 left-hand drive roadsters out of a total XK150 production of 9,398, this matching-numbers example benefits from a recent 'body off' restoration and has covered only a handful of shakedown miles since completion.

Bonhams 1793

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