
1959 Jaguar XK 150

Lot sold	USD 109 392 - 123 066 GBP 80 000 - 90 000 (listed)	Drive	LHD
Year of manufacture	1959	Condition	Used
Mileage	30 808 mi / 49 581 km	Location	
Gearbox	Manual	Exterior colour	Other
Chassis number	T831924DN	Car type	Other
Lot number	179	Engine number	VS1748-9
		Exterior brand colour	White

Description

You can now book a one to one appointment (up to one hour) to view this lot at our central location. Please contact the member of staff associated with this lot to secure your appointment. The health and safety of both our customers and team remains the utmost priority, we are therefore operating to strict COVID-19 guidelines and full instructions will be given when making your appointment. Matching-numbers, 3.4-litre 'S' Roadster looking fabulous in Old English White with red leather. The 250bhp 'S' utilised a Weslake-developed straight-porthead, high-compression pistons, triple 2" SU carburettors, and twin electric fuel pumps. Built during January 1959 and exported to the Netherlands. Returned to the UK. Subsequently exported to the US where it spent most of its life until late 2017. We understand from the history that it "underwent a frame-off restoration some time ago". Number of mechanical upgrades including a 5-speed manual gearbox conversion, JD Classics 4-wheel disc brakes, and an aluminium radiator with electric fan, stainless steel exhaust. Supplied with its UK V5c, a couple of older MOTs, import documentation and an Idaho Certificate of Title. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coup 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, however, 'Special Equipment' and 'S' versions offering 210 and 250bhp respectively soon became available. The substantial increase in horsepower was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors, and twin electric

fuel pumps. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, whilst Thornton 'Powr-Lok' limited-slip differential was available for the XK150 'S'. 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. Classically finished in Old English White with bright red leather and silver wire wheels, it appears that this 'Chocolate Box' XK150 'S' has led a long and interesting life. On offer from a deceased estate, its more recent history is not available, however we are lucky to have descriptions from a couple of auction houses who have offered the car in the past. From its Jaguar Heritage, we know that it was built in left-hand drive during January 1959 and that the original chassis and engine numbers match those currently in place. We believe the car was exported to the Netherlands for a period and was purchased there before spending some time in the UK and was subsequently exported to the US. We have a description of the Jaguar when it was offered for sale in June 2011 and offer it below to help get a bit of a feel for the XK "This particular car is a matching-numbers, 3.4-litre XK150S that is extremely sound throughout. Its current owner purchased it in the Netherlands, where it had run several rallies including the Tulip. He imported the car to the United Kingdom, where he used and enjoyed the car for several years, including at Goodwood, and then imported it to the United States, where he has used it in a number of events including the Going to the Sun Rally. The car benefits from a number of thoughtful mechanical upgrades to make it an excellent driving example that is ideal for tours and events. Included in the upgrades are a 5-speed manual transmission conversion, as well as J.D. Classics sport fast road brake kit. The car comes with records from the last several years, showing regular maintenance and care, including the above upgrades, as well as new tyres, new shocks, new engine wiring harness, rebuilt starter, new clutch, clutch hydraulics, and regular services. The car is also equipped with a full stainless dual exhaust. The car is structurally excellent and presents well. It has a nice even patina, with excellent solid panels and good paintwork. Close inspection reveals chips and stress cracks, but the panels fit and operate well, especially the doors. The chrome is very nice throughout, with no significant pitting, and only light scratches. The wheels are excellent and wear new tyres, including the spare. The lights are excellent throughout, including the correct tripod type headlamps. The car is equipped with Lucas 'Flamethrower' fog lamps. The glazing is good throughout, though the windscreen has wiper marks and light road rash. The interior is in very nice condition. The leather has just the right amount of patina, and the remainder of the interior has been redone and is very nice, with excellent red wool carpets, and excellent like new wood on the dashboard. The dashboard upholstery and door upholstery are both very good, and the instruments are excellent and function properly. The various trim and switches are also excellent. A modern stereo has been discreetly installed and has iPod integration. The steering wheel is in good shape, including the horn button, though there are some cracks in the finish on the rim. The top is black canvas and is very good, though there are areas of chafing on the outside near the bottom corners of the rear window. The engine compartment is tidy and clean, with nicely polished valve covers and carburettor float bowls. The triple carburettor setup is impressive and evocative, and the engine compartment is largely stock in appearance. There is an electric Kenlowe fan fitted to keep the car running cool. The trunk is correctly upholstered in red. The spare tyre cover has been restored with new paint and a new leather pull strap, and the spare is in great shape, with a new tyre. The T-handle is still present and the latches work correctly. The car has some tools still affixed to the underside of the spare tyre cover. The car is an absolute joy to drive. The engine runs well, makes great power, and sounds superb. The engine displays good oil pressure and does not smoke. The gearbox is excellent, with modern synchromesh which makes it a pleasure to use, as does the tall 5th gear ratio, which makes for good cruising at modern highway speeds. The chassis is solid, quiet, and reassuring, and the car displays excellent roadholding. The brakes work superbly with excellent bite and balance. The car has a wonderful coherent feel that blends the inimitable 1950s sports car feel with welcome usability updates to ensure that this is a pleasure to use and enjoy on modern roads, and would make an exceptional event car. This is an excellent opportunity to acquire a wholesome and very sound XK150S. The most developed of the XKs, a genuine XK150 S commands a significant premium over a standard XK150, and a structurally excellent matching numbers Roadster such as this one even more so. This car has an excellent blend

of vintage feel and modern upgrades to make it a superb driver's car, and it has been properly maintained to ensure that it should perform well on long-distance events and tours. It is complete with many thousands of dollars of invoices, some tools, tonneau cover, owner's manual, and poster-sized service chart."NB; This description dates from 9 years ago and, obviously, some things may have changed. With the car is its UK V5C which states that it was first UK-registered on January the 1st 2018 and also an MOT dated 20/12/2017 with the mileage indicated at 23,598 miles. (The odometer currently reads 30,808). There is also a receipt for UK Import Duty, Import VAT, Admin Fee and Agency Fee totalling 4,290 (stamped 'Received') and an Idaho Certificate of Title in the name of Terence John O'Reilly and dated 26/08/2013. As can be seen from our photographs and video this venerable Jaguar presents particularly well and, although not quite Concours, it's bound to be admired everywhere. With the thoughtful mechanical upgrades, it will be a pleasure to drive and equipped with 'Pyroprotect' harnesses it may well be useful on club sprints, hill climbs and rallies. Sensibly guided, this is a delightful example of the final incarnation of the legendary XK-Series and is sure to offer its next owner many years of classic Jaguar motoring. Lot No. 179 - 1960 Jaguar XK 150 'S' 3.4 Roadster <https://youtu.be/yeelcf2-wAQtrue>

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