

1954 Jaguar XK 120

- Lot sold
USD 0
- **Year of manufacture** 1954
- **Lot number** 8
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
-

Description

Offered here is an unrestored example of Jaguar's highly sought-after XK120 Special Equipment (SE) Roadster. Denoted by the 'S' preceding their chassis number, these rare Special Equipment cars were factory supplied with wire wheels and stiffer suspension, as well as a dual exhaust system and high-lift camshafts, which increased engine output to 180 hp at 5,300 rpm.

According to the Jaguar Daimler Heritage Trust, this particular XK120 SE Roadster was manufactured on February 8, 1954, finished in the rare and attractive color scheme of Lavender Grey paint with Red leather upholstery and a Fawn soft top. Specified in left-hand drive and bound for the US market, this Jaguar was originally dispatched to the official US distributor Hoffman Motors in New York City.

While little is known of this Jaguar's earliest history, it is believed to have been acquired by Ivan Cotterill of Worthington, Ohio during the 1970s and remained in his care until its recent sale to the consignor. Many years ago, the body was repainted in the current aquamarine color and the upholstery was re-trimmed in an unusual two-tone striped pattern. Parked in static storage for decades and presented today in as-found condition, this Jaguar is a true garage find and, while it appears largely complete, it should be noted that corrosion is present in areas. The sale includes a soft top, side curtains, and a JDHT Certificate, which confirms that the chassis, engine, and body numbers all correspond to the factory build records.

The most desirable variant of an iconic Jaguar model, this XK120 SE Roadster is a prime candidate for a complete concours-quality restoration or custom build, readying it for use in the numerous concours d'elegance, JCNA events, and rallies for which it is eligible, including the Mille Miglia.

*Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.

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