



1959 Jaguar XK150S DHC Convertible

POA

Overview

Mileage	82,200 miles
Fuel Type	Petrol
Engine Size	3.8 l
Bodystyle	Drophead Coupe
Transmission	Manual
Exterior Colour	British Racing Green
Previous Owners	5
Registration	985XVR



Description

The 1959 Jaguar XK150S 3.4 Drophead Coupe represents the pinnacle of the legendary XK series, blending refined luxury with high-performance engineering. It was the last iteration of Jaguar's XK lineup before the arrival of the iconic E-Type in 1961, making it a highly desirable classic today.

The Evolution of the XK Series

The XK150 was introduced in 1957 as the successor to the XK140, which itself was an evolution of the groundbreaking XK120 from 1948. While the XK120 had been designed to showcase Jaguar's advanced DOHC inline-six engine, and the XK140 improved on comfort and handling, the XK150 was a more refined and powerful version of the breed.

By 1959, Jaguar had perfected the XK formula, offering the high-performance XK150S model with a more powerful engine, better brakes, and improved suspension.

The "S" Model: High-Performance Excellence

The XK150S 3.4 Drophead Coupe (DHC) was a higher-performance version of the XK150, introduced in 1958. It featured:

A 3.4-liter DOHC inline-six engine, producing 250 horsepower—a significant increase over the standard XK150.

Triple SU carburetors, borrowed from Jaguar's racing program, for better throttle response and power delivery.

0-60 mph in just 7.8 seconds, an impressive feat for the era.

Disc brakes all around, making it one of the first production cars to feature four-wheel disc brakes as standard, improving stopping power.

A Drophead Coupe (DHC) body style, which was a more luxurious option than the Open Two-Seater (Roadster), featuring a fully retractable soft top, roll-up windows, and a more refined interior.

Design & Luxury Features

The XK150 introduced a more modern look, with:

A wider and more curvaceous body, improving aerodynamics and allowing for more cabin space.
A one-piece wraparound windscreen, replacing the split-screen design of the XK120 and XK140.
A more luxurious interior, featuring higher-quality leather, wood veneer, and upgraded instrumentation.

Performance and Racing Pedigree

The XK150S wasn't just a pretty face—it had genuine racing DNA. Jaguar had already dominated Le Mans in the 1950s with the C-Type and D-Type, and the XK150S borrowed technology from these race-winning machines.

While the XK150 never competed as a factory race car, its engine, braking system, and handling made it a favorite among private racers and performance enthusiasts.

Legacy & Collector Value

The 1959 XK150S 3.4 Drophead Coupe is now a highly sought-after collector's car due to:

Its rarity: Fewer than 900 XK150S models were ever built.

Its position as the final evolution of the XK lineage before the Jaguar E-Type revolutionized sports cars.

Its blend of classic Jaguar styling, cutting-edge performance (for its time), and luxurious features.

Final Thoughts

The XK150S was Jaguar's last great 1950s grand tourer, balancing racing pedigree with British craftsmanship. Today, it remains a symbol of Jaguar's golden era, with well-maintained examples fetching premium prices at auctions.

Location

Classicmobilia

Braystone House, Salford Road, Aspley Giuse, Bedfordshire,
MK17 8HY

07889 805432

Monday	Appointment only	Tuesday	Appointment only
Wednesday	Appointment only	Thursday	Appointment only
Friday	Appointment only	Saturday	Appointment only
Sunday	Appointment only		
