TOM HARTLEY JNR

1960 JAGUAR XK150 3.8 'S' FHC

Black with Red Leather

£SOLD

Mileage	N/A miles	Engine Capacity	3781cc
Body Style	Coupe	Fuel	Petrol
Transmission	Manual	Chassis No.	5157DN

In May 1957, Jaguar launched the third and final incarnation of their successful â€˜XKâ€™ series of cars, which had started with the XK120 in 1948. The XK120 had been introduced as a new sports car, Jaguarâ€™s first since production of the SS 100 ended in 1939. Throughout the 1950s, Jaguar would continue to develop the XK model line, incorporating their latest technology. In 1954, the XK140 was introduced which was an improved version of the XK120 and this was followed three years later by the XK150.

The XK150 marked the greatest leap forward in the XK range, featuring greatly upgraded styling and performance. Perhaps the most important of these changes was the introduction of Dunlop disc brakes all round, providing fantastic stopping power. All-round disc brakes on a production car was revolutionary for the time.

Through the course of production of the XK150, three body styles were offered with these being Fixed Head Coupe (FHC),

Drop Head Coupe (DHC) and latterly as a Roadster. The model was first offered with a development of the DOHC 3.4-litre engine that featured in the XK140 and then in 1959, partly in response to increased competition from larger-capacity American V8s, Jaguar introduced a new 3.8-litre version of their straight six unit.

This 3.8-litre engine produced 220 bhp as standard but it was also available in an optional â€˜Sâ€™ specification which featured enhancements such as SU carburettors, resulting in an output of 265 bhp and a 0 â€“ 60 mph time of 7.1 seconds. The â€˜Sâ€™ versions of the XK150 also benefitted from overdrive, making a top speed of around 135 mph possible.

The 3.8-litre â€˜Sâ€™ Fixed Head Coupes were some of the rarest variants of the XK150 model line, with only 115 right-hand drive examples ever being produced.

Chassis 825157 was the 71st 3.8-litre â€˜Sâ€™ car built and its date of manufacture was the 26th February 1960. It was finished in the attractive colour combination of Black over a Red interior and only five of the other 115 right-hand drive 3.8-litre â€˜Sâ€™ Fixed Head Coupes were finished in these colours from the factory.

The car was supplied new to Jaguar dealer, Henlys of London on the 21st March 1960 and according to the original buff logbook that still accompanies the car today, it was first registered two days later on the 23rd March. It benefits from having only six recorded owners from new, with 35 years of custodianship with its third owner and 18 years with its fourth. The car has been looked after in recent years by noted XK specialists and is fresh from a recent service.

It is a matching number example and comes complete with a well-documented history file, which includes the original buff logbook, tax discs from 1964 and a Jaguar Heritage Trust certificate. The car is also accompanied by an operating, maintenance and service handbook along with a distributors and dealers booklet plus a service manual.