

# XK 150 FORTY YEARS OLD THIS MONTH

**writes XK Chairman Stuart Lightfoot.**



WHEN JAGUAR Cars unveiled the XK120 at the 1948 Earls Court Motor Show, it created a sensation as a standard production Sports Car capable of 120 m.p.h. and powered by what was to become the world renowned 3.4 Litre XK Engine. In doing so it created a new standard of Sports Car design that previously was only available in very expensive and sophisticated continental designs and now readily available as a volume production Sports Car. Initially the body style was as an open two-seater, later the Fixed Head Coupe and Drop Head Coupe coachwork was offered and in parallel to their performance, the XK Range of Sports Cars had created a world-wide demand, especially in America.

Subsequently, in 1954 to meet the demands for higher performance the basic XK120 design was improved and uprated with a more powerful XK3.4 engine, rack-and-pinion steering and optional overdrive. Although the basic XK120 styling was retained, with the addition of more substantial bumpers and overriders, the new model was identified as the XK140. However, the F.H.C. and D.H.C. models were modified to accommodate 2 rear occasional seats. Production continued until 1957.

Forty years ago, May 1957, Jaguar once again created motoring history with the introduction of the XK 150 as the first production car to be fitted with 4-wheel disc braking system – a feature that later set a braking standard for future high performance Sports and G.T. Cars. The new XK 150, in addition to servo assisted disc

brakes also incorporated hydraulic clutch operation, plus a more powerful 3.4 XK engine, fitted with the 'B' type head and producing a much enhanced performance. Outwardly the major change was its body styling which, still retaining the earlier concept, was now more bulbous in appearance. The coachwork of the O.T.S. was improved by wind-up side windows in place of detachable side-screens, whilst sadly for the purist, the traditional polished walnut veneer of the instrument panel and interior door capping of the F.H.C. and D.H.C. models was replaced with padded leather trim.

Initial production commenced in 1957 with F.H.Cs closely followed by the open two-seaters and in 1958 the D.H.C. models. All were powered with the uprated 3.4 XK engine with manual gearboxes and optional overdrive, or, to special order



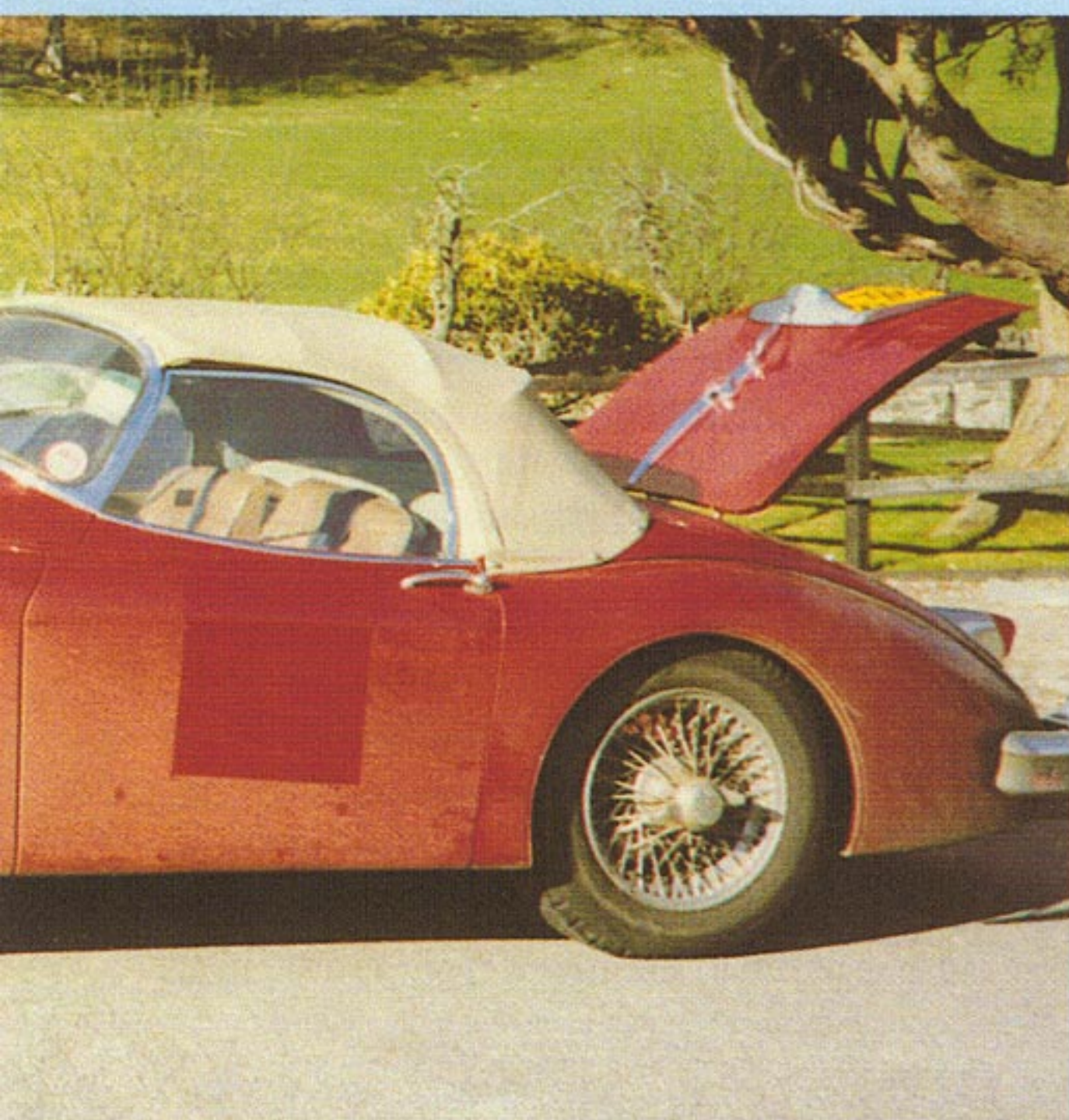
**XK 150 IN PRESENT DAY RALLY**



automatic gearbox transmission, production of which went mainly for export to North America. Almost a year later an alternative engine option was available in the form of a more powerful, with better low-down torque, XK engine with an increased capacity of 3,871 cc (3.8 litre). Also, to help control wheelspin, under heavy acceleration from low speeds, rear axles, fitted with Thornton Power-lok differential, were available as optional fitments to 3.4 engined cars, whilst 3.8 engined cars, with the exception of cars exported to certain export countries, power-lok differential axles were fitted as standard.

In 1959 the final development of the XK 150 models was announced and identified as the XK 150 'S'. The new model was available with O.T.S./F.H.C. and D.H.C. coachwork options but powered by either of the more powerful, highly developed 3.4 'S' or 3.8 'S' XK engines. All 'S' type engines were fitted with straight inlet port cylinder heads and aspirated via triple 2" HD8 SU carburettors, with the 3.8 'S' engine developing 265 B.H.P. at 4,200 R.P.M. Development, like time and tide, waits for no man and production of the XK 150 series drew to a close during the winter of 1960-61 to make way for its successor the Series 1 'E' type, which inherited the XK 150 'S' 3.8 XK engines as its power unit.

The XK 150 series never achieved the competition successes of the earlier XK 120 and was never developed as a serious competition car. However, several private owners did manage a modicum of competition success, amongst which was Eric Haddon and Charles Vivian, who, driving an XK 150 'S' Roadster, won their class in the 1960 Tulip Rally, also in the same year Walter Hansgen won several road races in America, driving a XK 150 'S' Roadster. Nevertheless, the XK 150s were always in a class of their own, having established themselves as superb, high performance, road going Sport/GT cars. Even today, forty years later, they are held in high esteem and are much sought after and coveted by classic collectors worldwide.



## XK 150 SPECIFICATION

Chassis Nos.	R.H.D.	L.H.D.	Engine Nos.
Open 2 Seater	820001 - On	830001 - On	3.4 V1001 - On
F.H. Coupe	827001 - On	837001 - On	3.8 VA1001 - On
D.H. Coupe	824001 - On	834001 - On	3.4 'S' VS1001 - On (3.8 'S' version VAS1001 - On)

'S' prefix to Ch. No:  
'T' prefix to Ch. No:  
'DN' suffix to Ch. No:  
'BW' suffix to Ch. No:

Special Eqpt. Models  
3.4 or 3.8 'S' Type  
Manual G/Box with Overdrive  
Automatic Transmission

Production Figures:-	XK150		XK150 'S'	
	(3.4)	(3.8)	(3.4)	(3.8)
Open 2-Seater	1,297	42	888	36
F. H. Coupe	3,445	656	199	150
D. H. Coupe	1,903	586	104	89
<b>TOTALS:</b>	<b>6,645</b>	<b>1,284</b>	<b>1,197</b>	<b>275</b>

Total: XK 150 : 7,929 - XK 150 'S' : 1,466  
Grand Total: XK 150 & XK 150 'S' = 9,395 (during 1957 to 1960)

Transmission Details:-

	XK 150 (3.4)		XK 150 (3.8)	
	O/Drive	Auto	O/Drive	Auto
Open 2 Seater	489	71	30	1
F.H. Coupe	1,651	674	334	197
D.H. Coupe	789	440	264	209

Note:- All XK 150 'S' (3.4 & 3.8) Models had overdrive as standard eqpt.





Lunchtime for organisers at the Midlands Day event at Stamford. Only ten minutes though!!

### Other Award Winners

#### Sponsors:-

Peoples Choice – JDHT  
 XK Anniversary – Midlands Regions  
 Best Road Going XJ – XJ Services  
 Long Distance Award – Perry Brothers  
 Guess the Car – Northants Region

### PEOPLES CHOICE CAR OF THE DAY

Jaguar Mark V drophead coupe – HVS 826 owned by W.J. Hughes from Hemel Hempstead.

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### MIDLANDS REGION 50th ANNIVERSARY XK TROPHY

1950 XK120 roadster – UCA 415 owned by Leslie Gibbons from Leicester.

### BEST ROAD GOING XJ

1984 XJ6 Series 3 saloon – A225 UYU owned by Steve Ladley from Long Eaton.

### LONG DISTANCE AWARD

Jurgen Buchel from Germany (1348 kms) overseas award.  
 Mr. Leonard Crossland from Halsham in Hull (360 miles)

### GUESS THE CAR/COMPETITION

A series of photographs depicting certain angles of various Jaguar models.

Bob Horner from Stroud in Gloucester who scored ten out of ten won the award.

We thank everyone for attending and look forward to next years National Midlands Day again.



The Peoples Choice Best Car of the Day went to this lovely and rare Mark V drophead coupe belonging to Mr. W. J. Hughes – Midlands Day Stamford Hall, 1998.

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Concours winners parade at Midlands Day at Stamford Hall, Lincs.