

1960 - JAGUAR XK150S FIXED HEAD COUPE

JD Classics are delighted to welcome back a very well-known Jaguar to our Showroom!

WOO 38S was the hero car of many JD Classics restoration brochures and marketing materials throughout the 2000s, its exceptional build quality and specification is still referred to today by our team. Upon hearing its number plate mentioned it will light up the eyes of our technicians and sales team who have heard stories of this car or have had the pleasure of working on this legendary build...

This particular XK150S has a manufacture date of 17th May 1960, being despatched 10 days later on 27th May 1960. Significantly, 1960 was the final year of XK150 production before the E-Type took Jaguar forward into even more success through the 1960s. It is important to note that the later specification of the 3.8ltr DOHC straight-six engine coupled with the triple SU carburettor set up fitted to S specification XK150S was very similar to that of the E-Type and thus the most powerful version of the XK150.



The original distributor was Henlys of London and the number plate J88 JHU was issued in Bristol, the car was originally Suede Green.

In 1998, JD Classics were commissioned to build the ultimate XK150 FHC for road/rally use. This was a no expense spared, chassis off restoration to customer specification. A thorough series of photographs document this restoration.

The JD Classics restoration commenced with a genuine UK RHD 3.8 S FHC, which importantly retained its original

S specification engine. The high specification JD Classics build incorporated a wide angle 'D' Type Jaguar cylinder head with DC03 sandcast Weber carburettors and a custom-made aluminium air-box. The engine also incorporates 'D' Type camshafts, forged pistons, custom made connecting rods and a 'D' Type polished crankshaft. A lightened flywheel and clutch were fitted with a JD Sport 5 speed gearbox and custom-made limited slip differential.



A custom-made aluminium radiator, water pump and upgraded cooling system were also specified. A dyno report from 2005 shows 288 BHP at 5750 rpm.

The specification also included, AP Racing vented front disc brakes, uprated brake servo. Custom made torsion bars, custom made adjustable shock absorbers, aluminium rimmed wire wheels in body colour, stainless steel exhaust manifold with a side exit stainless steel exhaust, a long range fuel tank, Monza fuel filler, adjustable pedals, bespoke seat backs, hidden inertia real seat belts, interior leather trim, engine-turned dashboard, customised

instruments in Battleship Grey, Halda rally timer, competition fire system, tire inflation system. A period radio upgraded to FM is fitted with hidden speakers. The registration number WOO 38S was to remain with the car. This was an exceptionally rare opportunity to own a meticulously built and extensively upgraded Jaguar XK150S.

The XK150 featured heavily in JD Classics promotion demonstrating their ability to transform a 1950s or 1960s sports car into a usable but fast and exciting drive. The history file features some early magazine cut outs and brochures where the XK150 is featured, it

also attended the Tour Britannia road rally in 2005 alongside some star cars and drivers.

Move forward to 2018 and WOO 38S was acquired by it's current owner who undertook work to further improve the car and chose to incorporate a more modern fuel injection system and some other exciting changes to it's earlier specification.

A full engine rebuild with a fuel injection system was fitted using Jenvey Dynamics Heritage throttle bodies with a custom ECU along with a custom air conditioning system.



Content:

Click below to see our latest cinematic videos featuring the car!

- [Video 1](#)
- [Video 2](#)
- [Video 3](#)

Links to our social media channels : [Instagram](#) - [Facebook](#) - [Twitter/X](#) - [Youtube](#)

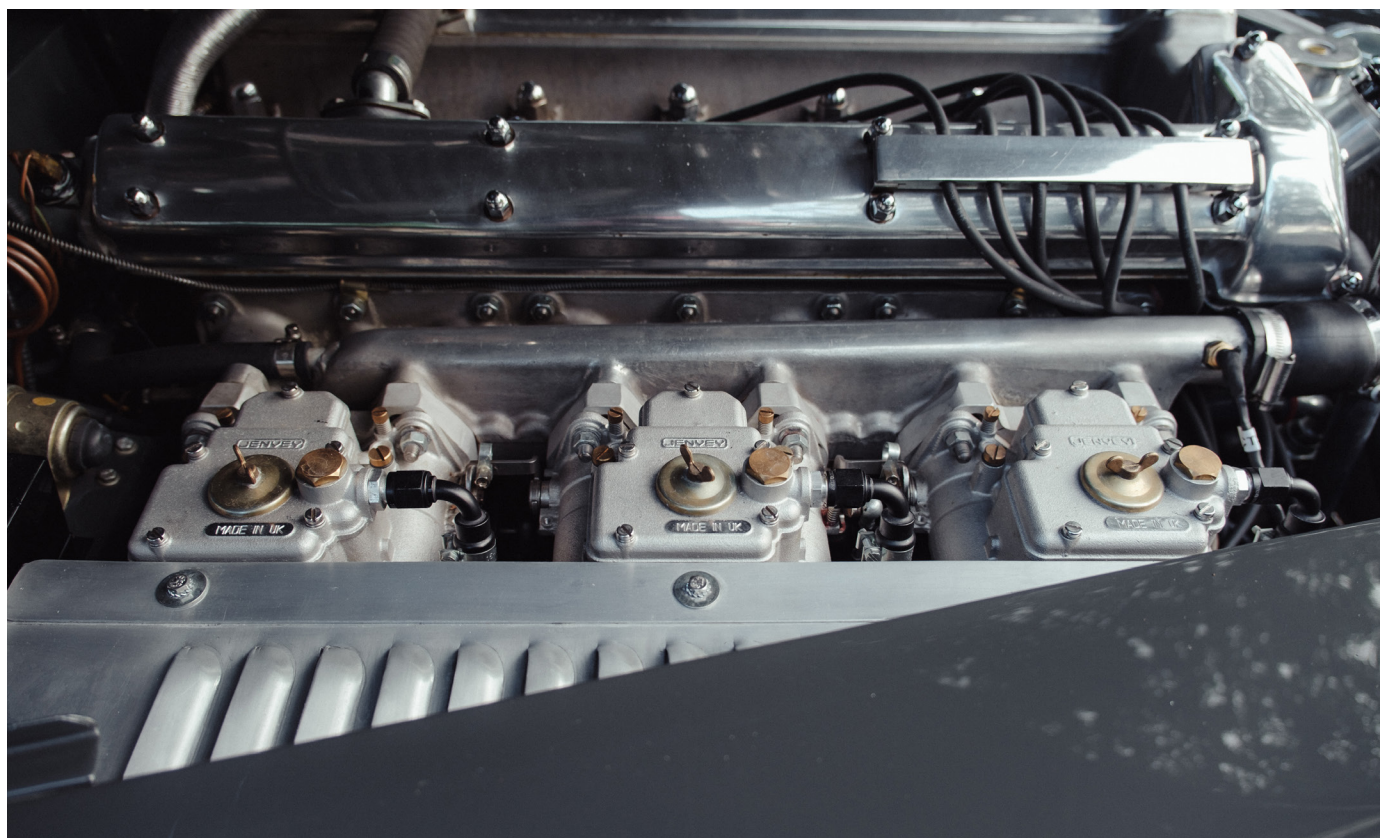
Current Specification:

- EZ Power assisted steering
- Upgraded Koni shocks
- 14 Inch diameter steering wheel
- Rear seatbelts
- Stainless Steel Exhaust system
- 3.8 ltr engine fitted with wide angle D-Type head
- Lightened flywheel and clutch
- 5 speed JD Sport gearbox
- Custom pedal box
- Custom made Torsion bars
- Custom made limited slip differential
- Aluminium rimmed wheels painted body colour
- Custom-made aluminium radiator, water pump and upgraded cooling system with electric fan
- Competition fire extinguisher system
- AP Racing brakes - dual servo system
- Custom made adjustable pedal box
- Custom interior leather trim
- Custom engine-turned dashboard
- Re-trim with period style bucket seats with adjustable lumbar support and inertia reel seat belts
- Custom long range fuel tank
- Monza fuel filler cap
- Alternator conversion
- Bonnet Louvres
- External kill switch and fire controls
- Upgraded clutch and brake reservoirs
- Customised instrument dials featuring JD Classics logo
- Fresh set of tyres 08/2024





Picture above: 3.8 ltr engine fitted with wide angle D-Type head



Picture above: Jenvey Dynamics Heritage throttle bodies - fuel injection conversion



Picture above: Customised instrument dials featuring JD Classics logo



Picture above: 5 speed JD Sport gearbox



Picture above: Re-trim with period style bucket seats with adjustable lumbar support and inertia reel seat belts



Picture above: Competition fire extinguisher system

JD Classics restoration photographs:

