

1958 Jaguar XK 150 S

2dr Roadster . 6-cyl. 3442cc/250hp 3x1bbl

#1 Concours condition

\$196,000

▾ -4.9%

#2 Excellent condition

\$149,000

▾ -5.1%

#3 Good condition

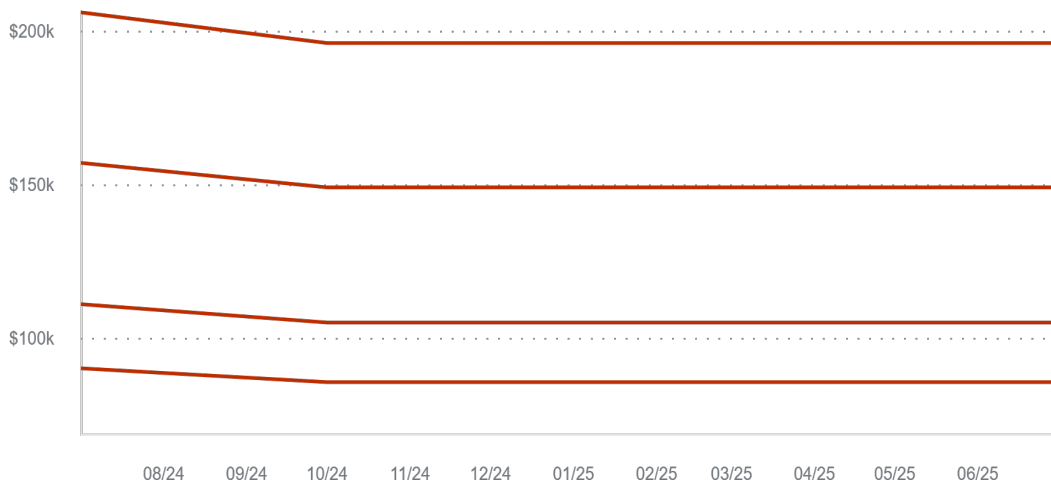
\$105,000*

▾ -5.4%

#4 Fair condition

\$85,600

▾ -5%



NOTE: The chart displays price changes for the last year.

Value adjustments

-10%
for auto.

Model description

The final iteration in the XK series was the XK150, which was introduced in May 1957 as a 1958 model. Although recognizably a member of the Jaguar family, it was wider and not nearly as swoopy as the earlier XKs, and the distinctive grill had a much more delicate appearance than its predecessor. Although the chassis was carried over unchanged from the 140, standard equipment now included four-wheel disc brakes, which was a first for a car built in series production. Initially, a convertible and fixed head were the only body choices.

Under the wider bonnet lurked the familiar twin-cam, straight-six, which was almost as pretty as the car itself. The standard engine was rated at 190 bhp, but a 210bhp SE version was also offered. More power soon followed with the S version of the 3.4 liter engine, which breathed through triple SU carburetors to generate 250bhp. As before, the four speed manual transmission was offered with overdrive and a three-speed Borg Warner automatic was optional.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Later in 1958, Jaguar added a lighter roadster version to the line-up. Available in both standard and S versions, it had a sleeker appearance but still offered roll-up windows. For 1959, the big news was a 3.8 liter version of the famous XK engine. Rated at 220 in standard guise and 265 for the S version, the big cat was seriously quick.

Many considered the XK150 a fast touring car rather than an out-and-out sports car, which is supported by the simple fact that the cars were seldom raced or rallied. Still, the 150 had enough appeal to sell 9,395 examples, of a car that cost close to \$5,000 when production ceased in 1961. The car was a grand close to one of the most iconic sports car series of all time.

Body styles

2dr Drophead Coupe 2dr Fixed-Head Coupe 2dr Roadster

Engine types

6-cyl. 3442cc/250hp 3x1bbl

1957-1961 Jaguar XK150 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$644,921	\$635	\$57,690	710

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.