



When Sir William Lyons coined the famous phrase *GRACE SPACE & PACE* he described the Jaguar MK X to a "T" .....

When the MK X came on to the market in November 1961 this was the first of the new type of Jaguar. Its Monocoque construction was a first for Jaguar and to date the largest Jaguar Saloon ever made. In October 1961 Jaguar brought a beautiful saloon to the London Motor Show, a car which was to set a new standard in automotive design and comfort. Announced seven months after the E-type, The MK X was the largest Jaguar ever produced. The massive bulk of the car was disguised with innovative styling which was much lower and sleeker than the MK IX. The styling was thoroughly modern as the bonnet was lowered and a slimmer grille was sloped forward to give the impression of less height. The car featured quad headlights and smaller 14 inch wheels helped disguise the size of the car.



1961 London Motor Show

The goal of Sir William Lyons and his team was to create a combination of elegant craftsmanship, beautiful styling, advanced engineering and high performance in a large saloon. They focused on a car that would bring the buyer a sense of effortless speed, safety and dignity. The MK X was produced to replace the MK VII, MK VIII and MK IX large saloon cars that had been produced between 1950 and 1961. With its sheer size and refinements the MK X stole the show. The MK X was priced to blow Daimler, Bentley and most other luxury cars out of the market and so it did. The 1962 MK X was released with the following specifications.

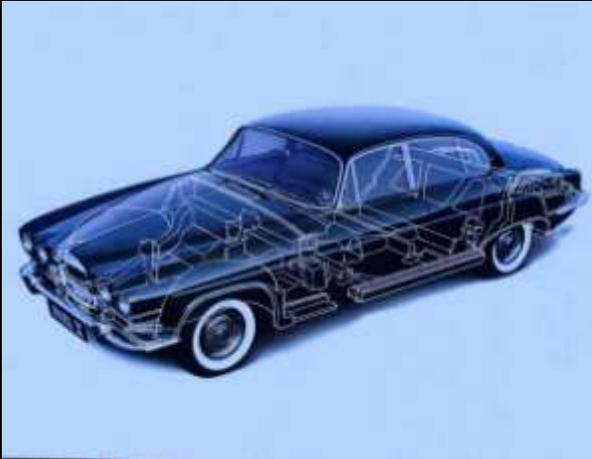
**Engine:** six Cylinder twin overhead cams 3.8 liter XK Jaguar design. 3781cc. Compression ration: 8 to 1 (7 to 1 or 9 to 1 were options) 265 HP at 5500 RPM. Torque: 260 ft lbs at 4000 RPM. Three HD8's SU Carburetors. Aluminum heads and pistons - iron block.

**Dimensions:** *Wheelbase:* 10 feet. *Track:* 4 ft. 10 inches. *Length:* 16 ft. 10 inches. *Width:* 6 ft- 4 inches. *Height:* 4 ft. 6 inches. *Ground clearance:* 6 inches. *Turning Circle-*37 feet. *Curb Weight:* 3500 lbs.

The MK X was from its conception aimed at the US market it was up against that countries finest cars and given the numbers sold it did very well. The total number of MK X cars made was RHD - 9129, and LHD - 3848 (12977 MK X's). The total number of MK X's and 420G's produced to the end of 1969 was 25211 - not bad for a car that barely changed shape and concept in eight years. The US market was still selling 420G's into 1970 and after the release of the XJ 6 Series 1



The MK X employed monocoque construction. Monocoque, translated from the French, means "single shell." The monocoque principle had been applied to aircraft design in an attempt to combine the greatest possible strength with the lightest possible weight. Jaguar had also used monocoque design in the E-Type, incorporating aerodynamic styling which was unlike anything in mass production at the time. Monocoque helped the E-type become the fastest production car that you could buy in 1961.



The craftsmen at Coventry spared no expense to put top quality materials into the interiors of the MK X. Seats and interiors were made of top quality glove leather. Hand-rubbed walnut covered the dash, window surrounds, panels and vanity tables that were fitted to the rear of the front seats. When opened, the tables revealed rectangular mirrors. Comfort was important with reclining front seats and both front and rear seats had a central folding armrest. Under the instrument panel there was a stowage area that ran the full width of the car. The theme for the MK X was good taste and correctness as unnecessary adornments were eliminated. A full set of instruments including tach were standard equipment on all models.

Jaguar incorporated exacting precision in driving control systems. There were two transmissions offered. There was a manually operated four-speed gearbox with overdrive and also a fully automatic transmission. For comfort, the driver was presented with an adjustable steering wheel and power steering was standard. Four disc brakes provided stopping power with independent front and rear brake systems along with front and rear brake fluid warning lights - a Jaguar exclusive. Independent front and rear suspension systems gave passengers a very smooth yet stable ride.

This Jaguar featured a 265 HP 3.8 Liter 6 cylinder engine with twin overhead cams, hemispherical combustion chambers and triple SU carburetors. The engine block was chromed iron with aluminum pistons and cylinder head. The engine was quite similar to the one used in the E-Type. The car had a top speed of 122 mph and could run from 0 to 60 mph in 10.4 seconds. Gas economy suffered with extensive high speed driving. Like the E-Type, the MK X acquired a 4.2 litre engine and synchromesh gearbox for manual versions in 1964.



I purchased my first MK X in 1998. This car was a 3.8 litre 1963 model - a road worthy car in fair condition it did need a little tidy up here and there, and like all Jaguars is a work in progress. Over the next two years many little mechanical things got fixed.

In 2006 I had the car re-trimmed completely and it is now a fine and original example of the fine motor cars that came off the production line in Browns Lane Coventry in 1963.

In 1998 I spotted a MK X in a paddock at Evanston Gardens near Gawler and paid the princely sum of \$300.00 with view to keeping it for spare parts. At a BBQ and after a few drinks a few friends thought we should see if this old Jag would start. So in went a battery, some water and some fuel. Ahhhh, but on the LHS the fuel came out on our feet as we filled it ...never mind. Like all great cars it had two tanks and one would do for our needs. With a little farting around it fired up and to our surprise ran very well for a motor that not turned over for at least three years. No smoke, no rattles, all the lights worked so .....in we hopped, all six of us, and around the paddock we went. The transmission was shot and barely got moving but in second gear it was fine so that was the preferred gear. The hand brake did all the stopping! On we went for a few more hours. All the kids got a ride and it did fantastic doughnuts and a great time was had by all.....

The next day I decided to look over the car a bit more carefully and yes it had the usual rust in the front guards and under fuel tanks, a dent on the FLH guard, a hole in the floor under the accelerator pedal, the brakes were shot, trans stuffed, wood in poor condition, paint all cracked, and the leather and trim all had to be replaced BUT other than that it was all there .....Into shed it went and twelve months later out it came as good as the day it left Browns Lane.



The restoration was about \$10k and I did most of it myself with help and advice from several club members. And yes I could have spent thousands more but that's what I had and that's what it got.



MK X in 1998



MK X in 1961

*A very special Engine.* This MK X was fitted with a thoroughbred "D" type motor. I only found this out when I put the engine back in after the restoration and was doing all the little fiddly bits. I had run the engine up and the timing chain was too noisy so I set about to tension it and to my surprise there was no manual tensioner!! I rang around and it was Geoff Mockford who had heard of three MK X's coming into Australia with these "D" type motors, and this was one of them. These engines were fitted with hydraulic top and bottom timing chain tensions for the race engines unlike the standard 3.8's that had 1 top and bottom hydraulic bottom chain set up as the norm.



The story goes that after the fire at Browns Lane in 1957, Jaguar pushed all the slightly damaged motors, Trans / Gearboxes and stuff that could be re-used off to one side.

Sir William did not like to waste a thing so it was one of these motors that was put into my MK X in the early sixties.

*Was it a good Motor ??.....* Yes. I have only just recently pulled the engine out for a rebuild due to the original head gasket disappointingly letting go after a mere 46 years. This motor as many will remember stayed on the road for over four years with the help of a once a year dose of Chemi-Weld. During this time I drove to many register events in Pt Lincoln the South East and many many other places, all on the original motor - a true testament to Jaguar engineering.



The MK X Jaguar was never the most successful Jaguar made but it was one of the most luxurious cars built by Jaguar. The body shape was basically unchanged from 1962 to 1969. In 1964 it was re-badged to 420G with a few cosmetic changes such as electric windows and chrome strips down the side, but all in all it remained a MK X until it was replaced by the XJ 6 Series One in August 1970.



The MK X has been a great car. I have had many great and not so great times with my two MK X's but as they say, that's motoring.

I have owned Jaguar cars since I was 19 years old. I can walk into the shed today and still get a buzz the same as I did with my first Jaguar. I have met so many great people within the club and this has just added to the pleasure of driving one of world's great motor cars.



Live the dream "life is not a dress rehearsal....."

Don Tyrrell  
XJ, MK X and 420G Register member.



**I**n the world of motor cars, there are few more graceful than the Jaguar MK X. It is a car of elegant simplicity, of understated beauty. It is a car that has been designed to give you the most complete and satisfying driving experience. It is a car that has been designed to give you the most complete and satisfying driving experience. It is a car that has been designed to give you the most complete and satisfying driving experience.

*A special kind of motoring which no other car in the world can offer.*



NEW GRACE... NEW SPACE... NEW FACE

Original sales brochure for the MK X in 1961