

Mark X Story by Don Tyrrell

Editor: The following story is about the restoration of two Mark 10 Jaguars written by Don Tyrrell back in November 2014 for Classic Marque. I felt it was long overdue for a re-run. A great story Don.

"GRACE, SPACE and PACE" - A love Affair with the Mk10 Jaguar

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 tidying 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.

Mark X Number 2

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 soin 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 the 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.

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 phoned 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. The story goes that after the fire at Browns Lane in 1957, Jaguar pushed all the slightly damaged motors, transmissions, gearboxes and stuff that could be reused 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 pulled the engine out for a rebuild due to the original head gasket disappointingly letting go after a mere 46

years. This motor 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 Port 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 changes such as electric windows and chrome strips down the side, but all in all it remained a Mk X until 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 & 420G
Register Member**

