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*Original Bryson Industries Advert.  
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# JAGUAR

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*Doug & Sue Harrison, 1960 Old English White 3.8 litre Mark IX*

# The Mark IX - 1958-1961

Although construction of the Mark IX commenced in late 1958, it appears that the big saloon didn't hit the Australian showrooms until 1959 (60 years ago). Many sales adverts for the Mark II included the Mark IX and visa-versa.

## Production

10,009 cars were produced between 1958 and 1961:

## Design

The early versions were identical in exterior appearance to the Mark VIII except for the addition of a chrome "Mk IX" badge to the boot lid. Later versions had a larger tail-lamp assembly with the addition of an amber section for traffic indication, visually similar to the tail-lights of the Jaguar Mark 2.

Mechanically however the new car was upgraded with the larger 3.8 litre engine and recirculating ball power steering that allowed the steering to be geared up to 3.5 turns lock-to-lock as against the 4.5 turns for the Mark VII and VIII models.

Most importantly the Mark IX was the first production Jaguar to provide four-wheel servo-assisted Dunlop disc brakes as standard equipment.

A four-speed manual system transmission was standard. Options included overdrive and a Borg Warner three-speed automatic box.

The "sunshine roof" became a standard for the UK market. The interior was luxurious, with extensive use of leather, burled walnut and deep pile carpet.

A range of single and duo-tone paint schemes was offered.

## Performance

A car with automatic transmission tested by the British magazine "The Motor" had a top speed of 114.4 mph (184.1 km/h).

## Racing

The Mark IX's power and good brakes makes it a common choice for classic car circuit racing such as at the Goodwood Circuit's Revival meetings.

## Market

The Mark IX was popular as a ceremonial car for state dignitaries. The British Queen Mother had a Jaguar Mark VII which was progressively upgraded to the Mark IX.

The Nigerian government bought 40 Mark IXs, painted in the Nigerian state colours of green and white. The large Jaguars of the 1950s were sufficiently popular in western Africa that "Jagwah" survives as a colloquialism for "smart man-about-town".

## Value For Money

In the luxury car market, the Jaguar Mk IX was competitively priced, selling for £1995 with manual gearbox, £2063 (UK) with overdrive, and £2163 (UK) with automatic transmission, which was less than half the price of similar competitors.

## Production

Production ended in 1961 when the Mark X was introduced. ■

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