

Celebrating 60 Years of The Mark X/420G (1961-1971)



A special kind of motoring . . .

The Mark 10 Jaguar is a truly fine possession. At rest or at speed it is distinctive in even the most distinguished company and it provides a combination of high performance and supreme safety that is almost inimitable. Powered by the XK 3.8 litre engine with 3 carburettors and available with automatic or manual transmission, it has fully independent suspension, disc brakes on all four wheels, power assisted steering, luxurious furnishings, reclining front seats and high efficiency dual control heating.



JAGUAR

Mark Ten

SALOON

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The Jaguar Mark TEN, later renamed the Jaguar 420G succeeded the Mark IX as Jaguar's top saloon model. Despite outstanding driveability, the Mark X never hit the spot with collectors. That is now beginning to change.

Release

Following value-for-money perfection in terms of the twin-cam Mark IX saloon, which it seemed almost impossible to better, Jaguar brought out the more portly Mk. 10 as a new car at the 1961 London Motor Show.

It was fairly universally accepted as the Star of the Exhibition, the "Lyon of Earls Court." Naturally the critics were avid to write about it but the first road-test reports did not appear until some twelve months later. However, the testers were unanimous that here was another Jaguar "winner," a car well worth waiting for.

The large, luxurious Mark X appealed to heads of state, diplomats and film stars. The majority of cars were exported to the United States.

Design

The Mark X impressed with its technical specification and innovations. Contrary

to its predecessors, the car featured integrated unitary bodywork in which the body of the vehicle, its floor plan and chassis formed a single lighter and more rigid structure.

Beneath its voluptuous curves, the Mark X was a very advanced machine. Its rear independent suspension was per the E-Type's, unheard of for an early 1960s British luxury car. In addition, the Mark 10 was fitted with separate master cylinders and pipe-lines to front and rear braking systems.

The Mark X was the most luxurious Jaguar yet, with sprawling interior space and a rear seat to rival any Cadillac and a simply enormous luggage boot.

The bulk of the car was disguised with innovative styling and was much lower and sleeker than the MK IX. The car featured smaller 14 inch wheels and the styling was thoroughly modern with the bonnet lowered and a slimmer grille sloped forward to give the impression of less height. The car featured four headlamps set into rounded front fenders and a vaned grill. This iconic styling and classic quad round headlight

design would stay with Jaguar all the way through to 2009, making it one of the most successful vehicle design features in history, forging Jaguar saloons' look for almost half a century.

Size

Nothing prepared us for the Mark X. This 1892kg behemoth was almost 90kg heavier than its Mark IX predecessor, 14cm longer, 8cm wider and an extraordinary 22cm lower. It actually stood half an inch lower than an XK150 FHC.

Jaguar didn't build another car as large as the Mark X/420G for the rest of the century, until the LWB version of the 2003-2009 Jaguar XJ (X350).

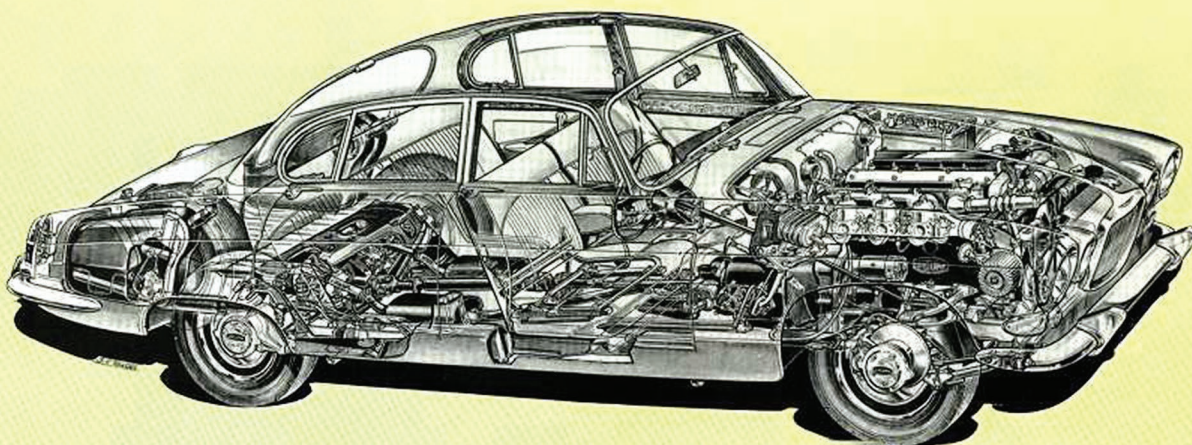
Engine

Combined with the 3.8-litre, triple carburettor engine as fitted to the E-type, it gave Jaguar's flagship a top speed of 120 mph (193 km/h) with capable handling.

In October 1964 the larger 4.2-litre engine replaced the 3.8 and this made the Mark X more responsive at urban velocities and better suited to US tastes.

(continued page 8)

SALIENT FEATURES OF THE JAGUAR MARK TEN



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- Independent suspension and disc brakes on all four wheels.
- Power assisted steering as standard equipment.
- 6 cylinder, twin overhead camshaft, Jaguar XK engine.
- Completely new high efficiency heating and ventilating system.
- Completely new body styling in the finest Jaguar tradition.
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420G

Despite press acclaim from both sides of the Atlantic, the Mark X did not sell as well as expected. Early cars had different teething troubles. Matters were improved with the 4.2 litre version introduced in 1964, with improvements to the power steering, brakes and transmission. Electric windows were now available as an option.

The final version was the 420G of 1966, which had a side chrome trim strip, new radiator grille and wheel trims, and was often seen in two-tone colour schemes.

Interior changes included perforations in the central sections of the leather seats, padded dashboard sections for safety and the introduction of air conditioning as an option.

A limousine variant was available with a fixed, one-piece seat back topped with a sliding glass partition. This replaced the separate chairs of standard cars.

Daimler V8 Mark X (Prototype)

Jaguar put a Daimler 4.5 litre V8 in a Mark X and tested it at the Motor Industry Research Association (MIRA). Even

with an inefficient exhaust system the car went up to 135 mph on MIRA's banked track, much faster than the production Mark X. However, Sir William wanted to promote his beloved XK engine and so the project did not proceed

Reviews

Magazines at the time praised the car and noted that the main impression on taking the wheel of the Mk X was its impressively quiet running allied to tremendous performance.

Test drives by various magazines noted that the big car rode very comfortably and handled with almost sports car stability through fast bends, and on wet roads the tenacious road-clinging was exceptional.

Value for Money

In the luxury car market, the Jaguar Mk X was competitively priced at less than half the price of the contemporary Rolls-Royce Silver Cloud.

Production

24,282 cars were produced between 1961 and 1970. The rarest now is the Mark

X with the 4.2 litre engine as only 5137 were built and few are known to survive.

- 3.8 Litre - 13,382
- 4.2 Litre - 5,137
- 420G - 5,763

The Mark 10 Jaguar was the top-of-the-range saloon car for a decade, however the increasing production of the smaller XJ6 resulted in the 420G being run out of production in 1970.

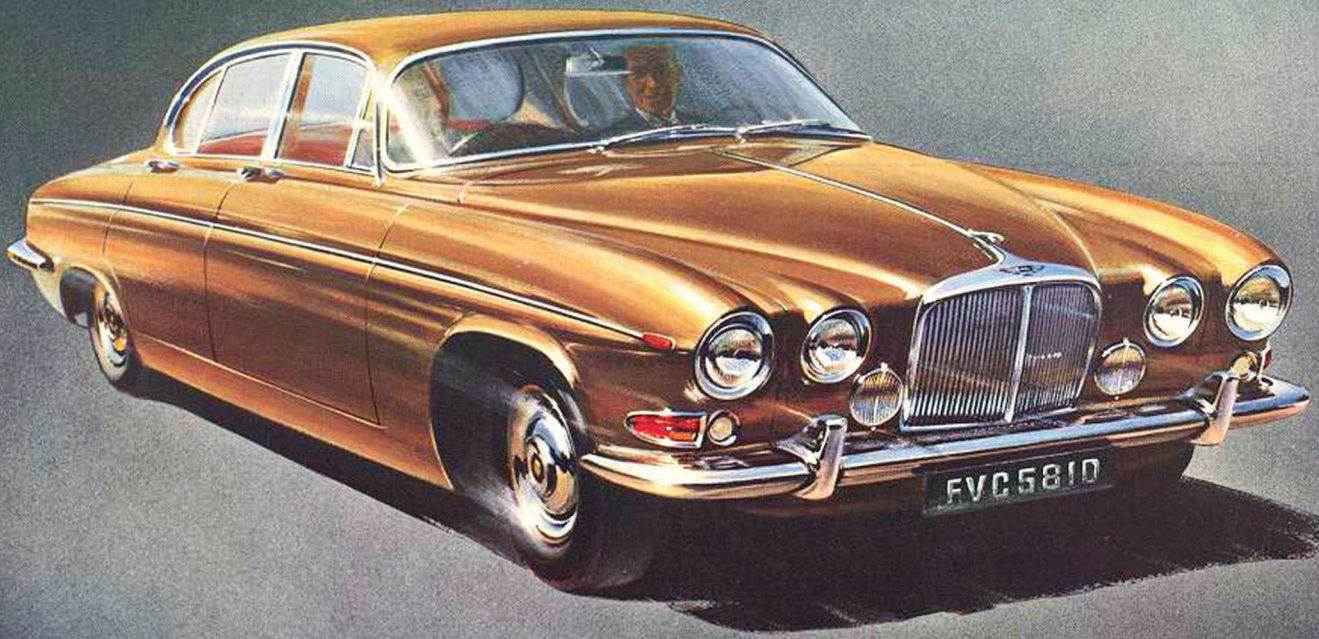
Collectability

Paul Skilleter in his book 'Jaguar Saloon Cars', Paul wrote *"...it's not surprising to recall the time when it could be genuinely difficult to give away a reasonable Mark X or 420G. It is only recently that good examples have become relatively valuable, but it may be a fair assumption that because of its very size and lavish equipment, the Mark 10 and its fellows might eventually become more sort-after (and thus more-valuable) than the currently more fashionable Mk II saloon, in the eyes of collectors. We shall see - it would indeed be amusing if the oft-derided Mk X had the last laugh of all."* ■



In its time the Mark X was one of the most advanced of all British saloons and very definitely one of the most impressive. Despite this however, Paul Skilleter in his book 'Jaguar Saloon Cars' noted that "...the Mark X was never Sir William Lyons favourite, but the type's undoubted merits are now being recognised by the enthusiast and collector. It will probably remain the largest true Jaguar ever produced."

Celebrating 60 Years of The Mark X/420G



THE JAGUAR 420 'G'

a 4.2 litre luxury saloon with every conceivable refinement



True Luxury and Refinement

This comprehensive view of the spacious interior shows the luxurious accommodation provided for five adults whose every comfort has been carefully studied. Upholstery is in finest quality Vaumol leather hide over deep Dunlopillo foam rubber cushions. Centre folding arm rests are fitted in both front and rear compartments — Deep pile carpets are fitted throughout. A comprehensive range of instruments together with a row of clearly labelled switches are mounted in a handsome figured-walnut panel. A glove compartment — with interior light — and a full width shelf provide ample accommodation for personal effects. A completely new high-efficiency heating and ventilating system is provided with individual controls for

10 Facts About The Mark X/420G

To celebrate the Mark X's 60th anniversary, for 10 days the Jaguar Daimler Heritage Trust listed on its website 10 facts about the Mark X/420G.

Fact 1: The Mark X was launched in October 1961 at the Earls Court Motor Show.



Fact 2: The first Mark X running prototype was tested in the Summer of 1960.

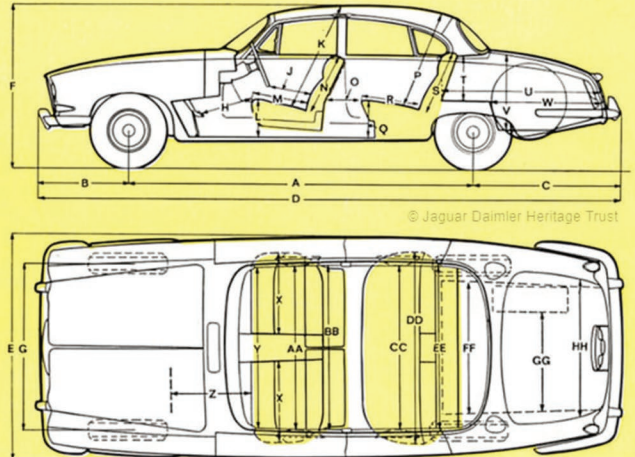


Fact 3: The Mark X was taken on an 8-week development proving test around the Bayonne area of France.



Fact 4: At 6 foot 4 inches, the Mark X was the widest British production car at the time. It held the Jaguar record until it was beaten by 3 inches when the XJ220 was launched.

JAGUAR MARK TEN GENERAL DIMENSIONS



Unless otherwise stated, all dimensions are in inches and centimetres, applicable to a laden car. Note:— Front seat shown in mid position (7° adjustment). Seats in unladen position.

	English	Metric		English	Metric	
A	120	305	S	Squab Height—Rear	23	58
B	31	79	T	Height above Ledge—Trunk	15	38
C	51	130	U	Maximum Depth Trunk	55	140
D	202	510	V	Maximum Height Trunk	26	66
E	76	193	W	Length behind Ledge—Trunk	39	99
F	54	137	X	Seat Width	28	71
G	58	147	Y	Windscreen Width	57½	146
H	19	48	Z	Leg Room	24—30	60—76
J	16	41	AA	Widths between Armrests	57½	146
K	38	97	BB	Shoulder Room	58	147
L	13	33	CC	Width between Armrests—Rear	56½	144
M	19	48	DD	Seat Width—Rear	66½	169
N	22	56	EE	Shoulder Room—Rear	57	145
O	10—17	25—43	FF	Maximum Width Trunk	45	114
P	34	86	GG	Minimum Width Trunk	34	86
Q	14	36	HH	Width at Opening Trunk	49½	126
R	20	51				

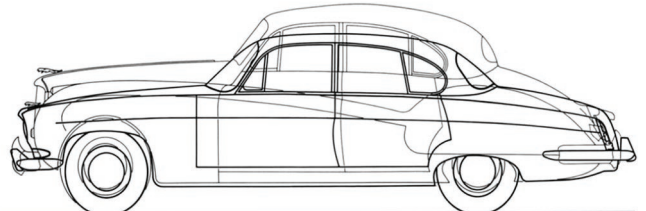
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Fact 5: The Mark X was 8½ inches lower than the previous Mark IX.



Comparative elevation drawing Mark IX and X

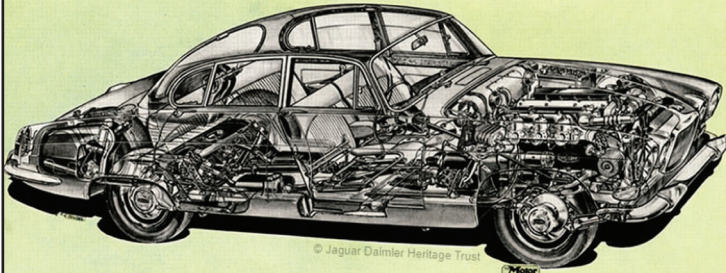


Fact 5

10 Facts About The Mark X/420G

Fact 6: The Mark X was the first monocoque Jaguar saloon with front and rear independent suspension.

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Fact 7: In 1964 the Mark X received the same 4.2 litre engine as the E-type.



NEW 4.2 LITRE MARK TEN SALOON

joins the famous range of Mark Ten, 'S' model, Mark 2 and 'E' Type Jaguars



NEW ADVANCED XK ENGINE. 4.2 litre, 5 'valves' per cylinder, carburettor advanced design of new design, 3 carburettors. Jaguar XK engine, the finest version of Le Mans, gives higher torque for increased acceleration and flexibility.



NEW POWER STEERING. Motor 'Variable' Bendix power steering, developed in conjunction with Jaguar engineers gives normal ratio at small steering movement, rapidly reducing on lock, ensuring an accuracy of response at high speed, lower ratios possible, with only 22 turns from lock to lock, 'finger light' parking.



NEW AUTOMATIC TRANSMISSION. Six-speed Jaguar 4.2 automatic transmission, specially developed, completely revised and precision-cut, much lighter version of new Jaguar 4.2 engine, incorporates shaft and manual selection of five or second gear.



NEW ALL-SYNCHROMESH GEARBOX. Four-speed all-synchromesh, crash-proof construction gives smooth and rapid change. New development spring which gives lighter pedal pressure and long life. Overdrive available.



NEW EFFORTLESS BRAKING. New brake discs give better release and greater power for the disc brakes on all four wheels. Separate fluid circuits for front and rear.

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In response to a world wide demand, Jaguar proudly introduce into the present range a new, more powerful model—The New 4.2 litre Mark Ten Saloon. A new 4.2 litre XK engine of advanced design steps up performance to an entirely new level.

Other important technical advancements include New Automatic Transmission, New all-synchromesh Manual Gearbox, New Power Steering (exclusive to Jaguar), New effortless braking, New interior heating, New cooling system, Alternator and Power-assisted steering—all of which still further improve the "special kind of motoring which no other car in the world can offer."

At the same time, all the characteristics which have made the Mark Ten world famous have been retained—all round independent suspension, 4 wheel disc brake as optional extra for five, fine leather upholstery, folding armrests, reclining front seats, jolting tabs, deep pile carpets and a host of traditional Jaguar refinements.

NEW COOLING SYSTEM. A robust tube and the block for reliability and high efficiency, combined with a vertical circulation, give added safety in hot climates or at high altitudes. A fluid drive speed control fan and modified water pump improve air and water circulation and reduce fan power absorption.

NEW ALTERNATOR. Alternator now gives greatly increased current supply over wide range of engine speeds, ensuring adequate current supply—even with air driving—for the extensive electrical services now embodied.



NEW SELECTIVE CAR TEMPERATURE CONTROL. Higher air flow, hot or cold, with variable selection for temperature, volume and direction. New water circulation gives more rapid warm up.

JAGUAR

Grace...Space...Pace



Fact 8: In 1965, a limousine version of the Mark X was introduced with a glass screen privacy division.



Fact 9: At Earls Court in 1966, there was a facelift to the Mark X. Following the nomenclature change in Jaguar models for the 1967 MY, it became the 420G.



Fact 10: A stretched Mark X floorplan was used on the Daimler DS420 Limousine.

