

Mark X & 420G (1961-1970)

The Jaguar Mark X, 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.

Production

24,282 cars were produced between 1961 and 1970.

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

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 Mark X introduced a new upright, and slightly forward-leaning nose design for Jaguar saloons, with 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).



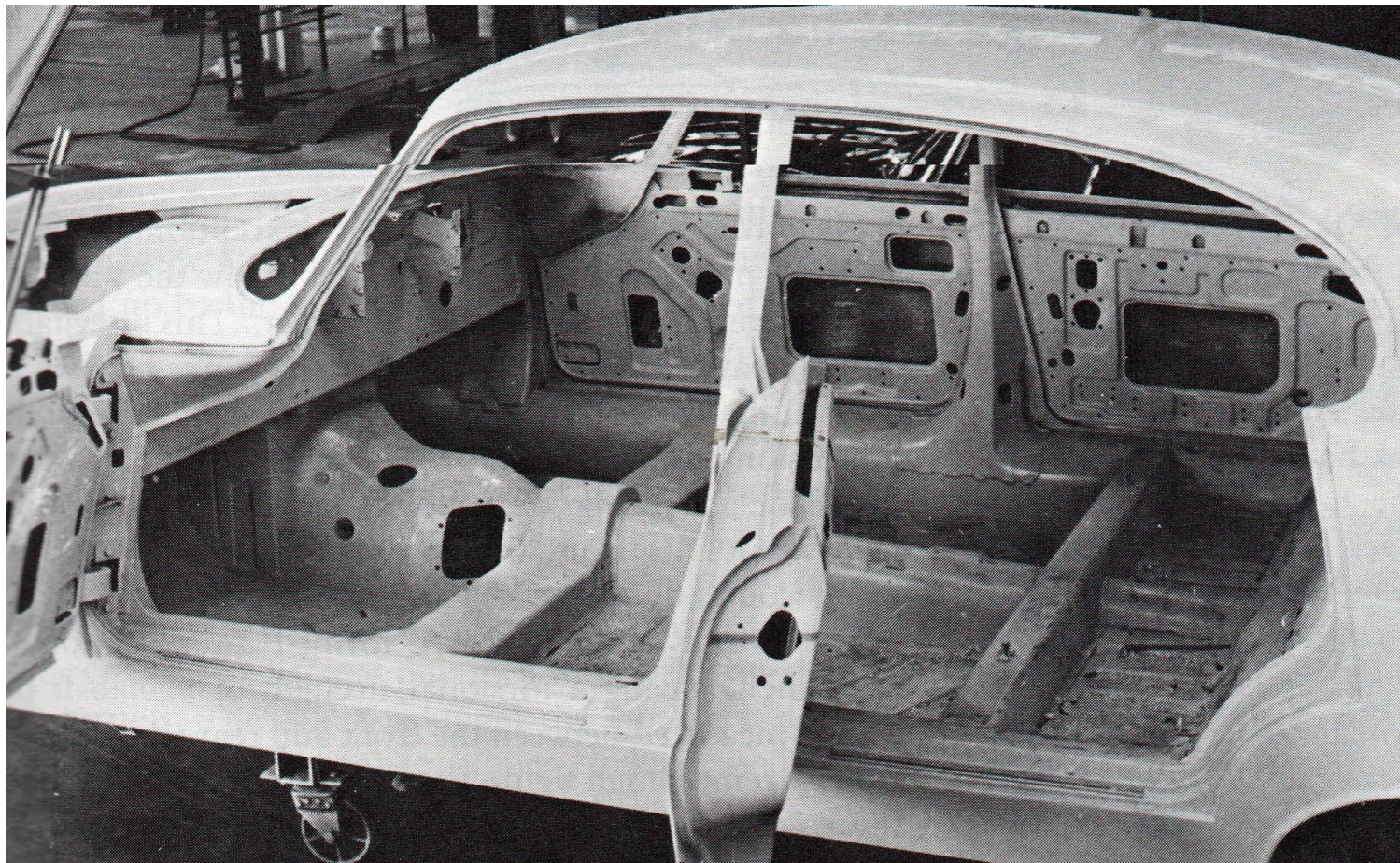
"stands unchallenged in a class of its own"

THE TIMES

JAGUAR

MARK TEN

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The Mark X body was massively built, with large outer sills, wide cross members, and heavy bulkheads.
(Photo: Jaguar Cars)

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.

420G

Although warmly welcomed at the time, 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.

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, like the Mark 7, 8 and 9, the Jaguar Mk X was competitively priced at less than half the price of the contemporary Rolls-Royce Silver Cloud.

Final production

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 "*...its 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 it's 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.*"

Trivia - Corgi Toys

A year after the Mark Ten's launch, popular toy car maker Corgi Toys released their #238 scale model of it, to great popularity. **From 1962 to 1967, over 1.12 million were sold**, and hardly any other Corgi model was released in as many colours ([see page 46](#)). ■

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Chris Michael, 1965 Old English White 4.2 litre Mk X

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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 Jaguar was never Sir William Lyons favourite car, 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."*

Photo Top

In production - an early batch of Mark Xs line-up outside the Browns Lane office block prior to despatch. *(Editor- I am not sure what is happening here? Are all the men in suits next to the cars getting ready to personally deliver the cars to their distributors or was it simply arranged for the photo?)*

Photo Left: Sir William with a row of new Mark X Jaguar saloons, at Browns Lane.

1966 Mark X With Modern XJR-6 Powertrain

Jaguar really designed an amazing looking car in the Mark X. But an American felt its performance required a 21st Century makeover and corrected that with this Mark X by installing the complete powertrain from a Jaguar XJR-6. That meant the fully independent suspension, high performance ABS brakes, four-speed automatic transmission and supercharged 4.0L inline-six with 322 horsepower. No details have been left untouched and everything functions as it should from the power windows down to the ABS brakes. The Aston Martin DB7 wheels really finishes off the upgrade.



Modified Supercharged 1970 Jaguar 420G

Ditto: After seeing the photograph of the USA Mk X with XJR-6 powertrain, a group of guys in the UK decided to do the same and restore and modify a 420G, by transplanting X300 XJR mechanical components. The entire project from start to finish took two years. The stripdown of the XJR had to be carefully completed to make sure donor components could be reused. The wiring loom was meticulously labelled, as were all components for the air-con system, dashboard gauges, controls, engine, 5 speed auto and front and rear subframes. In this case the wheels are 18in BMWX5 alloys.

