



A plaque affixed inside the cockpit of the #18 winning Jaguar C-Type driven by Tony Rolt and Duncan Hamilton showing their first place win and highest average speed of 105.85mph.

If you fancy watching a full-colour film of the 1953 race from Jaguar's perspective, you will absolutely love the video below. Le Mans 1953: Impressions of a Great Race is a promotional film produced by Jaguar Cars Ltd, no doubt to capitalise on their win and push sales of their regular cars forward.

Le Mans 1953 - Impressions of a Great Race by Jaguar Cars Ltd.

So here we are with yet another [CMC](#) model! I'd like to thank them again for sending me this 1:18 Jaguar C-Type to review. Now is as good a time as any to plug my previous CMC reviews of the [Talbot Lago](#), [Lancia D50](#) and [Ferrari D50](#) - so after you've read this one, spare a few hours to read those too! As per usual, we'll go through the different variants of

the 1:18 Jaguar C-Type that CMC will be releasing. So here goes.....

- [M-191](#) - 1952 Jaguar C-Type production car not officially based on any particular chassis number, but finished in the classic British Racing Green. Unlimited in production numbers and due for release in December 2018. RRP is €497.
- [M-192](#) - 1954 Jaguar C-Type Lightweight in Ecurie Ecosse's signature Flag Metallic Blue colours and based on chassis XKC052. This is technically the fourth place car from the 1953 Le Mans race that was sold to the Scottish-based scuderia in November 1953, before being repainted Flag Metallic Blue the following month and put into service as Jimmy Stewart's car to race through May 1954, finishing first three times at Goodwood and once at National Ibsley. In early June, future Le Mans winner Roy Salvadori took over for Stewart, winning two events at Snetterton on 5th June before Stewart returned to finish first at Goodwood two days later. This exact car sold for \$13.2 million in 2015 by the auction house, [RM Sotheby's](#). Limited to 1,500 pieces and due for release in Q1 2019. RRP is €499.
- [M-193](#) - 1952 Jaguar C-Type production car in Carmen Red and based on chassis XKC023 currently owned by Dr. Christian Jenny. This particular chassis has a really interesting backstory and was considered lost for many years. You can read that amazing story [here](#). Limited to 1,500 pieces and due for release in Q1 2019. RRP is €499.
- [M-194](#) - 1952 Jaguar C-Type production car raced in the 1953 24 Hours of Le Mans by Roger Laurent and Charles de Tornaco and based on chassis XKC047. This #20 car came ninth and is finished in the yellow paint of that race. Limited to 1,000 pieces and due for release in Q1 2019. RRP is €499.
- [M-195](#) - 1953 Jaguar C-Type Lightweight in British Racing Green and based on chassis XKC051. This is the #18 car driven to victory during the 1953 24 Hours of Le Mans by Duncan Hamilton and Tony Rolt and also achieved the highest average speed of 105.85mph during the race. This is probably the most coveted C-Type and will surely appeal to Le Mans aficionados. Limited to 1,500 pieces and due for release in Q1 2019. RRP is €499.
- [M-196](#) - 1952 Jaguar C-Type production car in white and based on chassis XKC029.

This is the #13 car entered into Carrera Panamericana in 1953 and 1954 by Javier Velázquez. It was driven by Francisco Ibarra and Fernando Pinal but ultimately did not finish either race due to mechanical failure. Nevertheless, CMC has decided to develop this for historical reasons and also the interesting colour scheme. Limited to 500 pieces, this variant has already sold out. Pricing and release date currently unknown.



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Now you've got the full history of the car locked in your mind and you know all the various versions CMC will be releasing, let us see how their 1:18 scale replica compares to the real car. It should be noted from the outset that CMC used Dr. Christian Jenny's XKC023 car as the basis for their models - this is the car they scanned for their replica. Therefore that is the car I will be comparing the model to in terms of overall body shape and lines etc. for this

review.

As is customary in my reviews, we'll start by doing an external review and slowly make our way deep into the bowels of what promises to be yet another highly detailed CMC model car! Looking at the model from these angles gives you a real appreciation for the 1950s design. The sensual curves over the front and rear wheels, alongside that deep British Racing Green paintjob is a real visual treat - just look at the way the light moves over the bodywork!

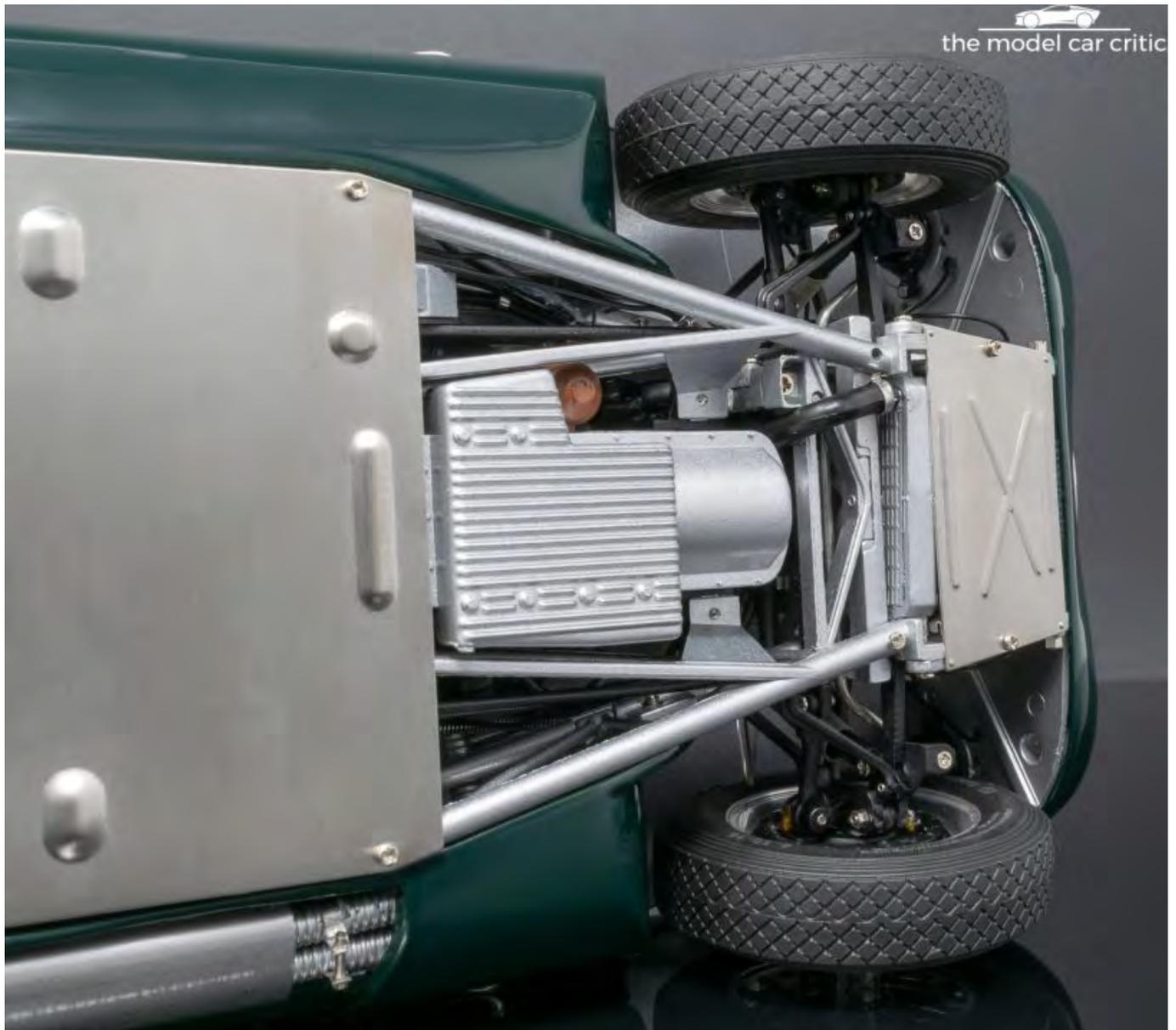




A CMC model wouldn't be complete without a suitably detailed undercarriage and the Jaguar C-Type certainly doesn't disappoint. The metal panels, suspension and wheel assemblies in particular are my favourite points. It is from this view you start to see the claimed 1,155 parts that make up this model.



If I had to be picky, I would have liked to see the main exposed section, which I think is the oil sump, completed in a more metallic finish. But the image below gives a closer look at all the wiring and hoses snaking their way throughout the engine bay. This is exactly what you want to see on a CMC model and was deeply missed on their [Ferrari D50](#) - especially when you compare it to the [Lancia D50](#) before that. If you peer through that square porthole at the rear, you'll get a cheeky view of the propshaft, rear axle and suspension setup.





I suppose one of the good things about spending as long as I do writing these reviews is that it gives me time to see what other, and often more astute people, have to say about a model. They often spot little details that I don't. One such detail is the way the front end looks. At first I just couldn't see what these naysayers were referring to, but after closely examining the model against pictures of the real car I definitely see it now. Even though CMC purportedly scanned Dr. Jenny's car, the area immediately under the headlights is curved incorrectly. So much so, they seem to have created a very small but noticeable pinch point instead of the linear and smooth curve of the real car. I don't have a direct comparison picture, but if you look at the pictures below of Jenny's XKC023 chassis you should be able to see what I'm talking about. The headlights and housing are well replicated, but they should probably be seated in the apertures better in order to eliminate the gap you can see

on the left hand light.





Dr. Christian Jenny's 1952 Jaguar C-Type - chassis XKC023



Dr. Christian Jenny's 1952 Jaguar C-Type - chassis XKC023

The Jaguar badge above the chromed grille is good. It would be nigh on impossible to replicate the real badge with its metal relief of the Jaguar cat. Don't you think it looks like someone has stood on the Jaguar's tale - just look at the Big Cat's face!! When viewed with the naked eye, CMC's job is more than adequate.





1952 Jaguar C-Type - chassis XKC007 badge and grille

The shape of the bonnet looks lovely and smooth, with curves in all the right places. The slats are cut all the way through the metal and you get a cool little peek into the engine bay beneath.



The bonnet shell is held down in part by these awesome genuine leather straps - one on each side. They look very similar to the leather three-way strap that keeps the spare wheel in place in the boot of [CMC's Talbot Lago](#) model from late 2017. These straps are intended to provide an additional failsafe should the metal latches pop open in the event of a crash. They look great and are fully functional. You will note one of the bolts isn't knocked in fully, however. I've also seen pictures of real cars that show only three bolts in a triangular pattern attaching each side of the strap to the body, although this might just be one of those situations where there were multiple designs?



Below are the aforementioned metal latches that you twist upwards once you have undone the leather straps. This then allows you to lift the entire front shell up to reveal the engine. A small error to note is the fact that the handles themselves are slightly too short. If you scroll back up to the side on view of the Jenny C-Type, you'll notice that these handles should be longer and reach over the round metal bolt. A minor fault, but a fault all the same.



The door hinge design seems to be accurate and true to the 1:1 car. There is only one door on the Jaguar C-Type for the driver to get into their seat. You can see some sort of residue where those craftsmen in China have attached them to the door and body. Don't forget, we are looking at the macro level here and this is much harder to spot with the human eye, but it is important to highlight it all the same.



That singular door is kept shut using a spring-loaded bolt that rubs up against the metal plate screwed into the door jamb. It gives a really satisfying clunk when you shut the door and a nice little click when you pry it back open. An excellent piece of engineering from CMC! They also saw fit to add the rubber strip around the door shutline to prevent water getting in. Although when you touch it, it is hard to the touch so this is probably not real rubber, but looks perfectly realistic nonetheless.





Moving onto more of the exterior features now and we come to the fuel filler cap mounted on the rear section behind the driver's head. Finished in a lovely polished silver effect, the text and graphics look crisp and clear especially when you realise this cap has a diameter of just 6mm! I have noticed a historical error here - as you can see the chassis is given as XKC004. The first three chassis numbers were assigned to the 1951 Le Mans cars and XKC004 was the first production car built in 1952. The issue CMC have failed to notice is that XKC004 was actually painted in Pastel Green and not the British Racing Green of our 1:18 model up for review here. So this replica is technically historically inaccurate.



As an aside, XKC004 is noted as being the oldest C-Type in the world and was registered on 23rd May 1952. Interestingly, its first owner was Duncan Hamilton who of course was the 1953 Le Mans winner alongside Tony Rolt.



1952 Jaguar C-Type - chassis XKC004 plaque



1952 Jaguar C-Type - chassis XKC004 finished in Pastel Green

Pulling the little tab will allow you to open the filler cap. If you take a peek inside it looks like you're looking right into the fuel tank as there appears to be an actual void under there!



There isn't an awful lot to say about the rear lights, except the red plastic section is a lovely deep and rich shade. It does draw you in somewhat.



Running along the bottom of the rear, there is a removable panel that contains the spare wheel. To remove that panel, simply unscrew the two butterfly looking screws all the way (it takes a fair amount of turns) until the panel simply pops off to reveal the spare wheel inside. One thing to commend CMC for is the fact that they include a piece of foam inside this space to stop the wheel moving about in transit.





As you'd expect from CMC, the spare wheel can be fully removed which would be great for anyone wishing to cook up some sort of diorama scene.



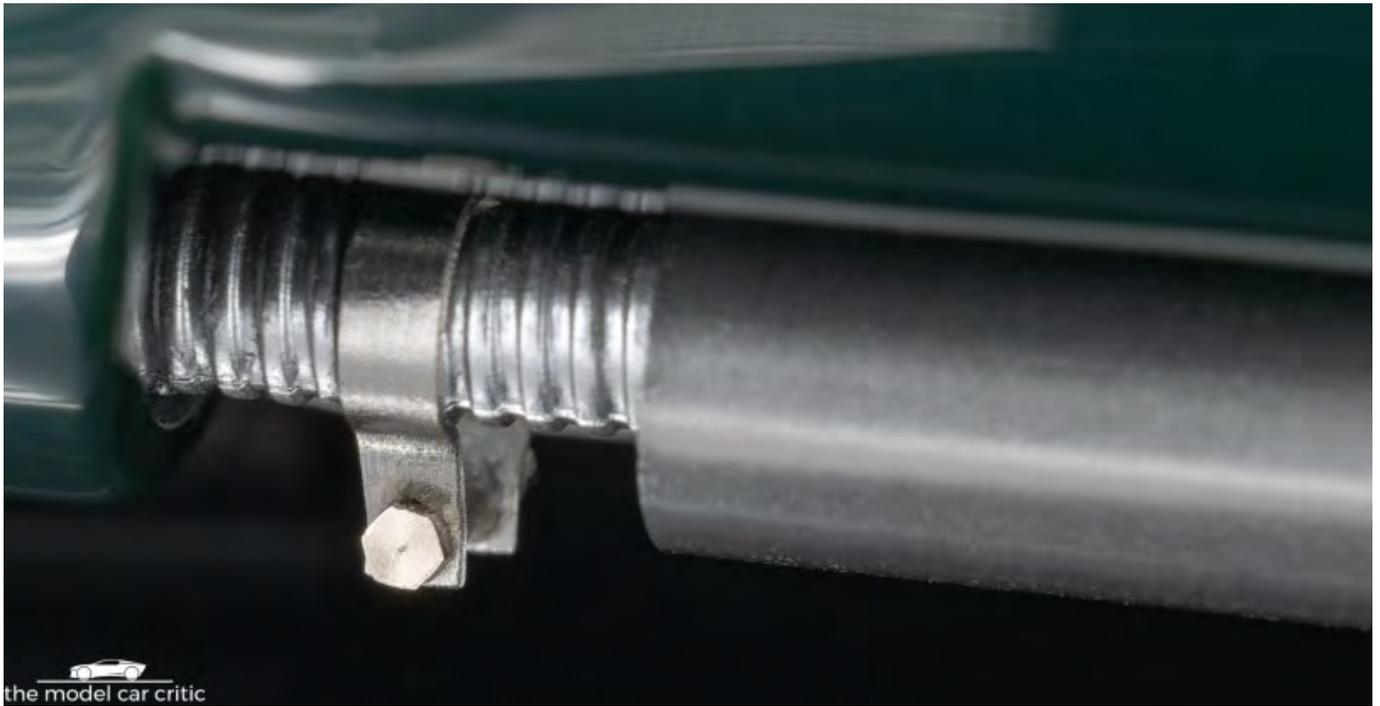
Inside the spare wheel cavity, you can bet CMC wouldn't skimp on the details. You can see sections of the lightweight tubular frame along with some componentry, possibly related to the rear brakes? Those metal brackets hanging down from the top lip of the aperture are obviously where the butterfly screws go into.



Perusing the flanks of the model now, and we start to look at the wheels and side vents.



The exhausts sit below the passenger side of the car. You've got the clamp holding together the twin exhaust pipes feeding into the muffler with the little bolt showing proud, plus the little bracket holding it all to the underside of the model itself. Something so small and simple, yet really serves to add some welcome extra detail to the model.



The angled twin pipes sticking out the side look good, although I have seen people complain about them for some reason. Perhaps they don't like the shiny effect and maybe they're looking for a more worn and used look?



Onto the wheels now and CMC usually knock this aspect of their models right out of the park. It honestly pains me to say this, but with this model I don't believe it is the case, unfortunately! The wheel design has been a strong point of contention amongst collectors - so much so, that I know of a few who have point blank refused to part with their hard earned cash simply because of these wheels. I'll now work through why. I won't really comment on the authenticity of the tyres, because I doubt there's any truly original ones out there on cars from nearly 70 years ago. I will say that they have excelled on the lettering around the sidewall - it is fully legible when viewed up close. The spokes are the issue. As per the [Lancia](#) and [Ferrari D50](#), the craftsmanship is spot on, there can never be any doubt about that - the amount of physical dexterity required to thread those spokes through the rims should not be sniffed at.



If you compare the image above of the model with the image below from XKC007, you'll notice how the spoke layout is completely different and therefore incorrect. The spokes are arranged in batches of three on the outside of the rim, with the middle spoke of each batch extending to the front section of the hub with a smaller diameter, whereas the two outer spokes of each batch criss-cross each other into the larger section of the central hub sitting further back. Not to mention the hub section itself is also inconsistent in design with the real car, where CMC should have at least made their assembly a more smooth cone shape leading up to the centre lock. As I always say, wheels and tyres are often the main culprits of messing up the overall look of a model. I fear CMC may have fallen foul of this for their 1:18 Jaguar C-Type.



1952 Jaguar C-Type - chassis XKC007 left near side wheel



1952 Jaguar C-Type - chassis XKC007 left near side wheel

The centre locking wheel nuts appear to be an accurate representation. In their literature, CMC is keen to point out that they have replicated the left and right-handed threads, which is great to see here. You can just about make out the word “UNDO” plus the directional

arrow above the Jaguar script, with the “LEFT (NEAR) SIDE” text below it. Sadly, there is another mistake here as well. The centre locks on the right-hand side of the car are identified by their directional arrow pointing to the right, so that you have to twist clockwise to unscrew them. You will notice that the image of CMC’s centre locking nut below has the arrow pointing to the right, yet the text below says “LEFT NEAR SIDE” which is clearly incorrect - it should in fact say “RIGHT OFF SIDE”. Comparing it with the nut from the 1953 XKC051 chassis below will illustrate this key difference. At least they got the mirrored letter A’s in the Jaguar script correctly replicated.





1953 Jaguar C-Type - chassis XKC052 right off side wheel



Once you've removed the front wheels, this is the glorious sight you're presented with. A myriad of details starting to jump out at you once you begin removing the layers of the CMC onion (and for some people spending almost €500 really does make them cry!). You see hints of the wishbones and hydraulic shock absorbers, the ducts that direct air into the engine bay and the back of the headlight housing. For me, this is what sets CMC apart from the rest of the pack, that ability to start taking the model apart and go rooting through the guts almost like a real mechanic would on a 1:1 car.



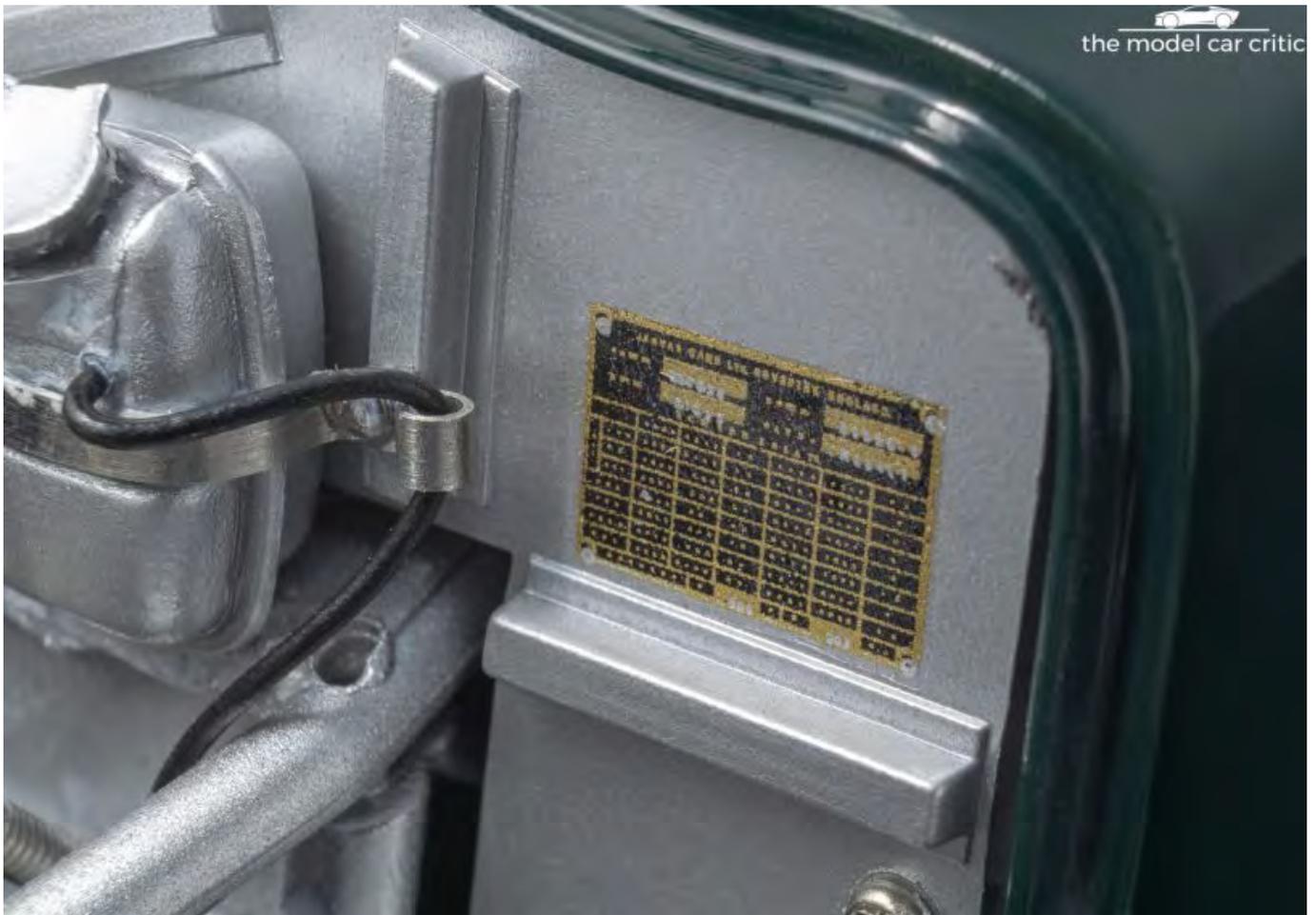
Removing the rear wheels doesn't reveal too much of what lies beneath, but you can see those hydraulic shocks again.

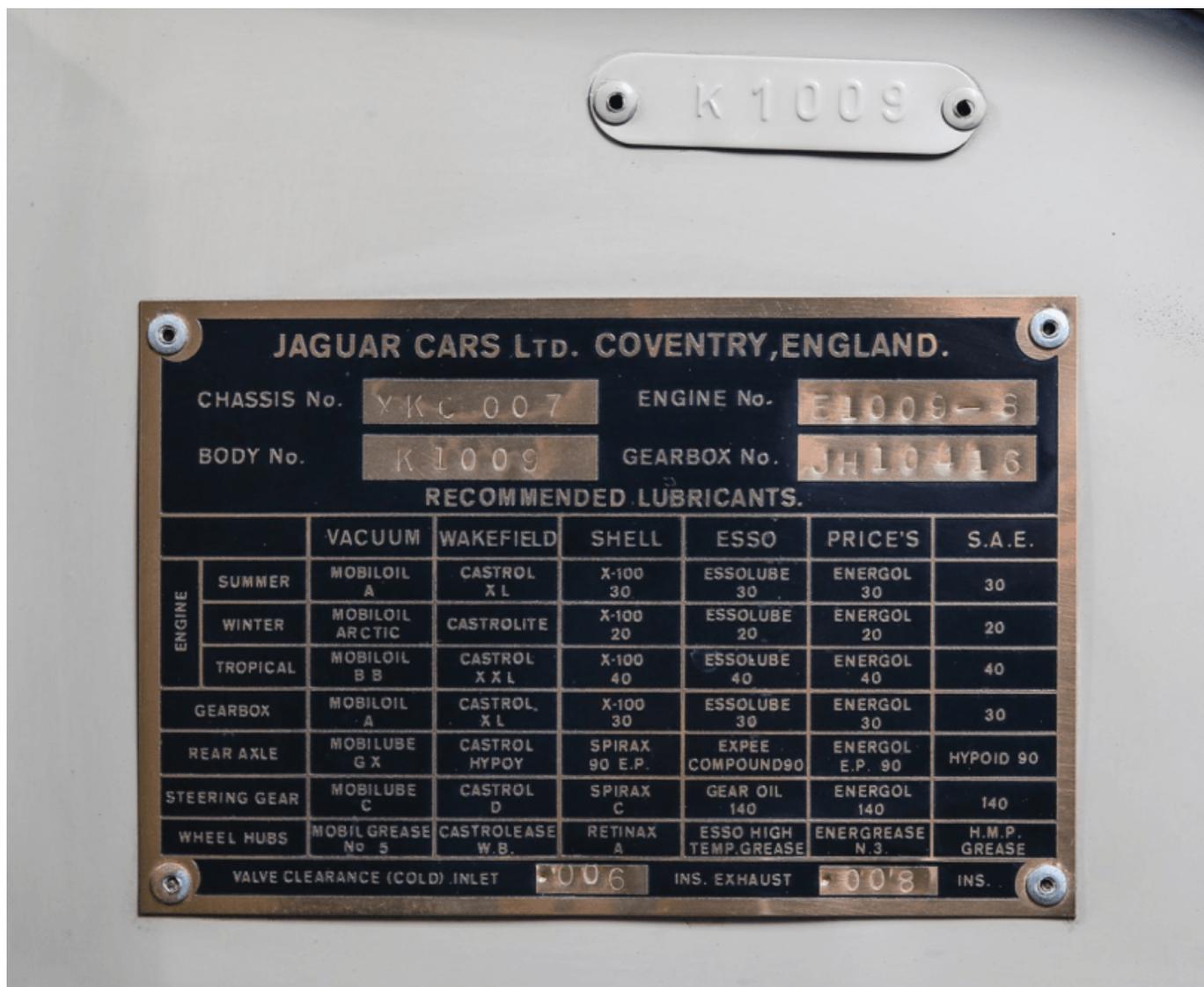


Time to undress her a little bit more now by undoing the leather straps atop the bonnet, turning the handles ninety degrees upwards and lifting that curvy single-piece bonnet all the way up. What do you think? A stunning view for sure!



The first thing any potential buyer would inspect when checking the provenance of any Jaguar C-Type would be this plaque bolted to the inside wall of the engine bay. This plaque acts as the central “passport”, so to speak, to ensure all aspects of the car are genuine and match up. It details the chassis number, engine number, body number and gearbox number at the top, amongst other useful information below. These match up with the various tags around the car, with one being visible above this plaque on the picture of XKC007 below. It would have been nice had CMC included these tags around the car to add just that little bit more detail. I guess it would have also been nice to have the numbers legible on the plaque as well, but it is so small I can let it pass.





1952 Jaguar C-Type - chassis XKC007 engine plaque and body tag

The electrics are to the left and that silver disc with a golden centre is actually the horn.



The underside of the bonnet shell is also well detailed, with the headlight housings and air ducts most notable. The long cable connecting the chassis and bonnet ensures it doesn't tip all the way forward and hit the floor when opened up.



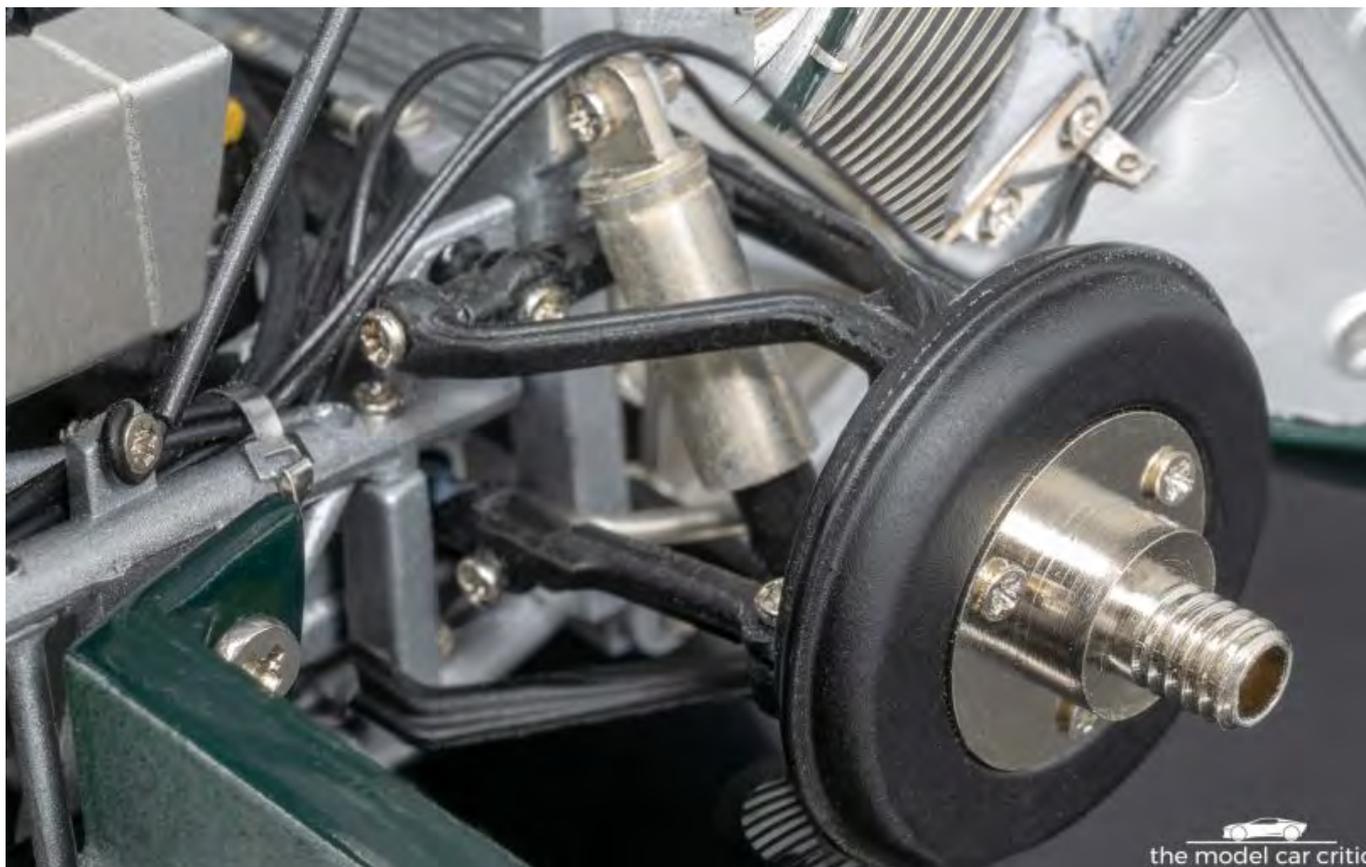
Just look at that engine bay - isn't it beautiful?! To my eye it all looks very complete. I think the criticism levelled at the engine detail, or lack thereof, in CMC's [Lancia](#) and [Ferrari D50](#) models can be chucked right out the window on this one. The piping, cabling, metal clamps and especially the exhaust manifolds look great. If you look between the two pipes as they snake to the bottom of the engine bay and out into the muffler, you'll notice a little gold piece sticking up with a metal ring attached. That is the dipstick for the engine oil and is exactly the kind of small detail CMC is renowned for. Well done guys!



I believe that the small rectangular metal piece attached to the bulkhead is actually a light that shines down onto the engine bay, presumably so it can be worked on in low light conditions. Pretty clever!



Here we get a better look at the triangular front axle with wishbones, hydraulic shock absorbers and longitudinal torsion bar suspension, which are all made of metal. It should be noted that the front wheels do steer just a little bit and are connected to the steering wheel in the cabin.



The fan that sits behind that iconic front grille looks good and you can also see the detailed rear view of the wheel assembly with the brake lines feeding in.



The cap for the radiator coolant reservoir is also present with some legible text on it, reminding you to “turn tight”.



The view through that perfectly curved windshield shows the steering wheel, rear view mirror and real leather seats. As mentioned earlier, it would have been nice to see CMC include the matching body tag on the wall behind the seats.



After the incorrect wheels, the second most complained about issue with CMC's scale replica of the Jaguar C-Type is the tonneau cover over the passenger seat. Quite frankly CMC did a shocking job on this part and it is easy to see why. Firstly, the stitching is way too oversized and completely off scale. Secondly, there should actually be a zip running across the width of the cover that attaches it to the dashboard of the car, as shown on the real car below.



1952 Jaguar C-Type - zipped tonneau cover

CMC's solution to the missing zip is the use of two magnets that attract to the two little forks sticking out of the dashboard. Peeling it back gives us a better look inside the cabin of the Jaguar C-Type. From this bird's eye view things look promising. Let's swoop down for a closer view.



The dashboard is a real peach. The dials are fully legible and the steering wheel with Jaguar badge nicely replicated. You'll also notice the Haldex Halda Tripmaster to the left of the dashboard. This served to accurately measure distance during a race - think of it as an odometer purely for each race.



Looking down at the central tunnel and we can see the four speed gearlever with handbrake to the left, all wrapped in silver coloured leather. Great details. The soft carpet and piping around it are noteworthy too.



Finally, we come to the spare set of six spark plugs located in some holders in the driver's side door sill. At the macro level these appear to be painted somewhat sloppily, especially as the tips should be fully silver. However, when you view them from a normal distance they look perfectly fine.



So that is the CMC 1:18 Jaguar C-Type in British Racing Green. What are my overall thoughts in summary? Are CMC back on the up and up after what some collectors considered disappointing models with the [Lancia](#) and [Ferrari D50s](#)?

More often than not, CMC has no direct rival for their models - in the sense that there is no other manufacturer who has produced the same model as them. This is partially true with their 1:18 Jaguar C-Type, because AUTOart did produce a 1:18 diecast version of the 1951 car and the #18 winner from the 1953 Le Mans race some years back. These seem to be currently selling for around the €110 to €160 mark on eBay. So is this CMC version really worth three to four times the cost of the AUTOart versions? That's an easy YES from me! Unless you're talking about AUTOart's Pagani Zonda R or Huayra levels of quality and

detail, the two brands don't really belong in the same sentence. Let's be brutally honest here, people. The real question potential buyers should be asking themselves is; "should I bother buying this model at all?" I believe this question is most pertinent with this particular model, more so than any other [CMC](#) model I've reviewed thus far. I think we can all agree that the engine and interior are great, no doubt about it. The wheel design and tonneau cover are the standout disappointments for me, because they are just so off the mark in what they could - and indeed should - be. Then you've got a few minor details like the directional text on the central locking wheel nuts, plus the historical inaccuracy of them identifying it as chassis XKC004 when we now know that chassis is painted in Pastel Green in real life.



As always, I could never tell you to definitely go and buy this model or indeed avoid it at all costs, as each and every collector has their own theme and must have criteria when they

choose to buy a new model. I'll let your wallets do the talking, but I'm curious to know if any of the highlighted issues during this review are enough to make you put your credit card away again. Thanks for reading!

Here is a little Easter Egg for you - images from the production line of this model. The sheer amount of tiny parts makes my eyes hurt!! Click [here](#) to see the images.

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