

EXTRAORDINARY  
IN A CLASS OF THE EXQUISITE



SCALE  
**1:18**

**CMC Jaguar C-Type** 1952–1954

*The manufactured product might look slightly different.*

# CMC Jaguar C-Type 1952–1954

The decade of Jaguar or “The Big Cat” started in 1949 with the introduction of its magnificent sports car XK120, the precursor of the Type XKE, which was better known as E-Type in continental Europe. Based on the XK120, the C-Type was developed in 1951 for motorsport racing, instead. It was a new design, except for its adherence to the same optimized engine. The Jaguar C-Type won the 24 Hours of Le Mans twice. A total of 53 C-Types were built in Coventry, including four on lightweight chassis.

The Jaguar C-Type has a proud racing history, and it also marked the beginning of an impressive motorsport program launched by Jaguar Cars Ltd. The XKC or C-Type was borne out of the ideas that came upon William Lyons - not a “sir” yet at the time – and his chief designer William Heynes in the late summer of 1950. The two wanted to add a racing halo to the

Jaguar brand name by winning international recognition of its racing potentials at Le Mans 1951. And action followed speedily!

While the drive-train of the new C-Type was built on the proven engine of the XK120, the old robust but weighty chassis was replaced by a very lightweight tubular frame. Three variant versions of the C-Type were produced.

The first one comprised three “pre-production” cars that raced in the 1951 Le Mans. Equipped with drum brakes, two SU carburetors and an eye-catching air outlet on the hood, only one of them finished the race, but it won its first attempt at Le Mans! The second version was the production vehicles built from 1952 onwards – from chassis number XKC005 to XKC049 – also with drum brakes and SU carburetors, except for the adoption of swept air outlets, instead.

The last version of C-Types were the factory race cars built in 1953, which differed from the previous XKC in a number of ways. The engine was fitted with three twin-choke Weber carburetors type 40DCO3, the body was built of very thin alloy sheet-metal, and even an aircraft-style rubber fuel tank was installed. For the first time, the Dunlop disc brakes and a servo amplifier for braking assistance were adopted. To improve road-holding, the rear axle received additional reinforcement, and the front axle got a stronger anti-roll bar. These innovative efforts paid off. On June 14, 1953, the Jaguar boys got their job done at Le Mans: Their C-types overwhelmed the rivals by finishing first, second, and fourth.

CMC’s Jaguar C-Type series consists of 5 variants, each replicated in 1:18 scale with commitment to fine quality and detailing.

CMC Jaguar C-Type, 1952,  
British Racing Green



Item No. M-191

LIMITED EDITION  
CMC Jaguar C-Type  
Ecurie Ecosse, Goodwood Member's Meeting 1954  
Jimmy Stewart, Winner  
Limited Edition 1,500 pieces

LIMITED  
EDITION



Item No. M-192



*True-to-the-original replication of the six-cylinder in-line engine with all accessories and wiring. Metal exhaust pipes.*



*Authentic instrumental board and cockpit with leather-covered driver and passenger seats.*



*Metal precision model hand-crafted from more than 1,100 parts. Hinged and lockable bonnet. Perfectly designed wheels with hand-wired stainless steel spokes and base nipples. Removable central knock-off nuts with side-dependant left- and right-hand threads.*

LIMITED EDITION  
CMC Jaguar C-Type  
Dr. Jenny's C-Type XKC023, 2016  
Limited Edition 1,000 pieces



*Item No. M-193*

LIMITED EDITION  
CMC Jaguar C-Type  
Ecurie Francorchamps, Le Mans 1953  
de Tornaco/Laurent, 9<sup>th</sup> place  
Limited Edition 1,000 pieces



*Item No. M-194*

LIMITED EDITION  
CMC Jaguar C-Type  
Jaguar factory team, Le Mans 1953  
Hamilton/Rolt, Winner  
Limited Edition 1,500 pieces



*Item No. M-195*

# CMC Jaguar C-Type 1952–1954

## Technical data of the original vehicle:

- Sports car built on a tubular frame
- Body shell made of extra thin alloy sheet metal
- 3.4-litre straight six engine
- Two valves per cylinder controlled by two overhead camshafts
- Dry sump oil lubrication
- Mixture preparation with two SU 2"-carburettors type H8/9
- Coil/capacitor ignition, one plug per cylinder
- Four-speed manual gear box mounted to the engine

Engine displacement:	3,442 cc
Bore x Stroke:	83.0 x 106.0 mm
Maximum output:	200 HP at 5,800 rpm
Top speed: (depending on ratio)	230 Km/h
Wheelbase:	2,438 mm
Track front/rear:	1,295 / 1,295 mm
Total length:	3,988 mm
Total width:	1,638 mm
Total height:	1,081 mm
Curb weight:	970 kg (2102 lb.)



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