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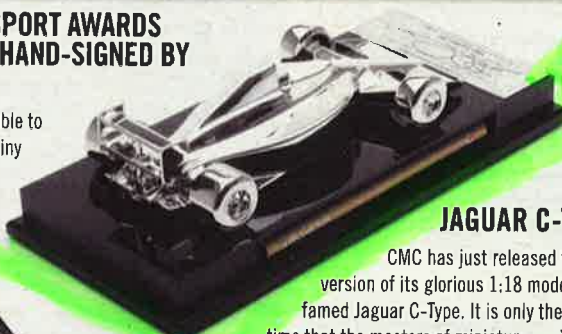
# DIECAST

*Legends*

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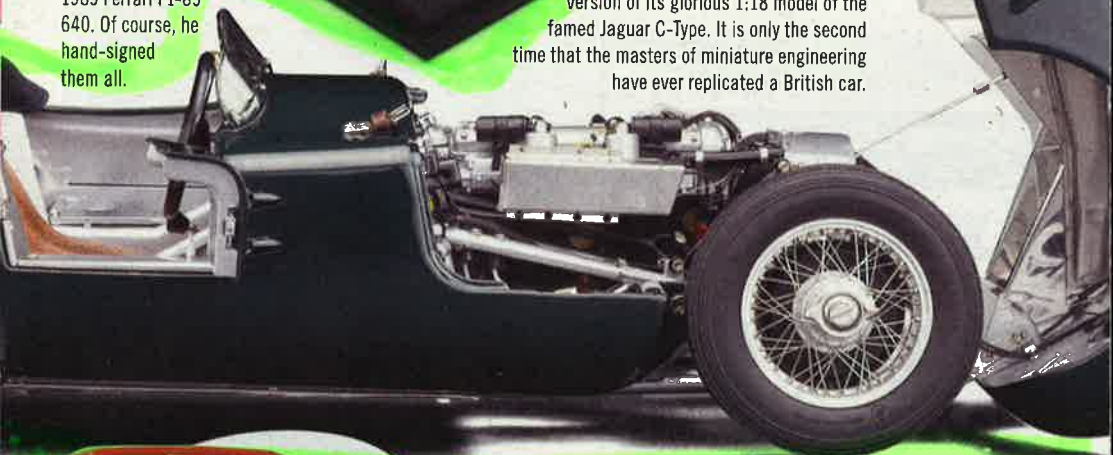
## 1:18 2018 AUTOSPORT AWARDS TABLE CENTRES HAND-SIGNED BY NIGEL MANSELL

We've once again been able to get our hands on just a tiny number of Autosport Awards table centres. For 2018, the featured car was Nigel Mansell's 1989 Ferrari F1-89 640. Of course, he hand-signed them all.



## 1:18 JAGUAR C-TYPE

CMC has just released the first version of its glorious 1:18 model of the famed Jaguar C-Type. It is only the second time that the masters of miniature engineering have ever replicated a British car.



## 1:18 #21 1963 FERRARI 250 P. LE MANS

Now in stock is BBR's 1:18 replica of the 1963 Le Mans winning Ferrari 250 P of Ludovico Scarfiotti and Lorenzo Bandini. It was the first 'all-Italian' victory in the history of the race.



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# 1:18 JAGUAR C-TYPE

CMC. Diecast.

**Just before we went to press on this issue, CMC provided us with its first sumptuous 1:18 replica of the glorious Jaguar C-Type. It also sent us samples of the other five to photograph.**

Very rarely does CMC tackle a British subject; in fact, the only time it has done so before was for the stunning Aston Martin DB4 GT Zagato.

The Jaguar XK120 (the basis for the C-Type) was first shown

at the London Motor Show in 1948, largely as a testbed for the company's new XK engine. But the reception it received caused William Lyons to decide to put it into production. The 120 nomenclature referred to the car's top speed, which made it the fastest production car at the time of its launch.

It was in 1950 that William

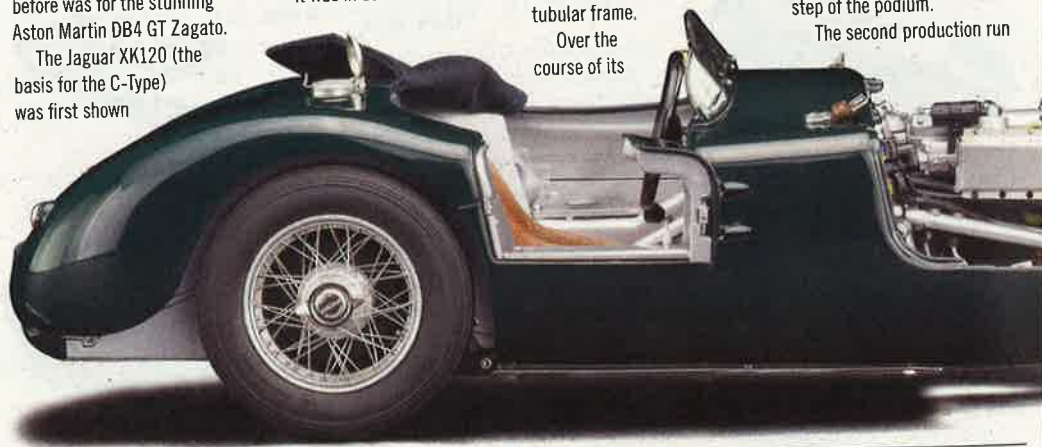
Lyons decided that, in order to achieve international recognition for the Jaguar brand, they should develop a racing version of the 120 to race at Le Mans in 1951. The car was conceived by Jaguar's chief designer, William Heynes. The drive-train would be taken from the 120, but the heavy chassis was replaced with a lightweight tubular frame.

Over the course of its

three years of production, there were three variants of the C-Type.

The first series comprised three 'pre-production' cars that were created to compete at Le Mans. The cars were equipped with drum brakes and twin SU carburetors. Only two of the cars finished the race, but in so doing one car put its drivers on the top step of the podium.

The second production run





of 45 cars were similar to the '51 cars, but with a different air outlet system. Most of these cars went to the US.

The third variant was created for the 1953 running of the La Sarthe marathon, the C-Types coming home in first, second and fourth position.

Obviously, as you'd expect from CMC, the doors and bonnet on these C-Types can be opened, but not like they do on your average 1:18 model. On the Jaguar, the hinge mechanisms are simply scaled-down versions of

those on the real car. The engine, of course, is faithfully reproduced, as is the exhaust system, the cooling system and the fuel and oil piping.

The front axle and

suspension are made from metal.

So is the rear axle, roll bar, longitudinal torsion-bar suspension, and so on. The hand-made radiator is fashioned from stainless steel. And both the fuel and oil-filler caps hinge just as they do on the real car. The wheels are perfectly crafted with stainless steel spokes and nipples on alloy rims. The wheels are held in place with threaded locking nuts. The interior is trimmed in genuine leather.

Nobody in the model business comes close to being able to incorporate this level of detail into their replicas. We've been saying this for a number of years, but we still think that, for what they offer, CMC's

subjects are the best value models in the business. The company tells us that it takes more than six hours of an experienced model maker's time to put together the C-Type's required 1,555 parts.

The first car in the series of six, the one that has just been released, is a road car in plain British Racing Green. CMC have not assigned to it a particular chassis number, so we can only assume that it is based on a typical 1952, second-series car; from chassis XKC 005 to XKC 049. Of all the replicas being released by CMC, this is the one with the least provenance. All of the other cars have histories that can be traced, and are based on cars that are still in existence today.

Nevertheless, a plain roadgoing C-Type, if there is such a thing as a plain C-Type, is the dream of many a classic car enthusiast. And in this form, the C-Type really is the ultimate road-going race car.

We cannot tell you in what order CMC's other five



The XK120, the precursor to the C-Type, was launched at the 1948 London Motor Show.

## 1:18 JAGUAR C-TYPE



C-Types will be made available, so there is no particular science behind how we have presented them here. But we do expect to see them all by the end of June.

After winning the 1951 Le Mans 24 Hours in its first attempt with the C-Type, Jaguar suffered a complete disaster the following year. It regrouped for 1953, re-equipping the C-Type's powerplants with Weber 40DC03 carburettors. New bodies were fashioned from thin aluminium sheet and, to save weight, a rubber petrol tank replaced the aluminium one; a development borrowed from the aircraft industry. 1953 also saw the first use of disc brakes at Le Mans whilst, for improved road holding, the C-Type's rear axle got additional support

and a stronger anti-roll bar.

Jaguar dominated proceedings that year, making up for the misery that had transpired 12 months previously. The winning #18 machine was campaigned by Tony Rolt and Duncan Hamilton. CMC's 1:18 replica of it is limited to 1500 pieces worldwide.

For the 1953 running of the 24 Hour Le Mans event, Jaguar wanted a back-up for the three-car factory team, and so turned to the Belgian Ecurie Francorchamps outfit. William Lyons was impressed with the way the team organised itself, and so decided that they would run a fourth car in the race.

The car, which was little more than a standard, over-the-counter C-Type, completed in Ecurie



CMC. We still have a couple that are not allocated to customers, but it is probably safe to say that this one will be completely sold out before it is even released.

For 1954, the successful Ecurie Ecosse team acquired Jaguar's triumphant C-Type racers, and enjoyed several successes during the year. The #19 car was driven to victory by Jimmy Stewart (older brother of Jackie) at the BARC race in Goodwood. 1500 units of this derivative will be made.

Francorchamps yellow, finished the race in ninth position. Its pilots were Roger Laurent and Charles de Tornaco. 1000 examples of this version will be produced.

The white #13 C-Type was entered into the Carrera Panamericana in both 1953 and 1954; first by Paco Ibarra, and then by Javier Velasquez. It failed to finish on either occasion. But, at a limited edition of just 500, this one could ironically end up being the most desirable of all! Indeed, it is already entirely sold out with

The plain red Jaguar is a concours car as it exists today. Originally owned and raced by Hollywood TV producer Jack Douglas, it passed into the hands of Dr Christian Jenny, who had the car restored, and entered it into the Mille Miglia Storica in 2001. This one is limited to 1000 pieces.

We are pleased to be able to offer all of these CMC



C-Type replicas at £25 off of the RRP, so to you they will be £564.99 instead of £589.99. We have already ordered our quantities of all these cars from CMC's UK importer.

The UK importer tells us that they are unlikely to be able to increase their order from CMC. Which is our way of saying that, whilst we have enough cars to easily meet all our existing back orders, we cannot guarantee that we will have enough models to meet future demand.

We have been offering

these cars in catalogues since January last year, and have sold a reasonable quantity of all of them; particularly the '53 Le Mans Rolt/Hamilton car. But the bottom line

is that if you want to make sure that you don't miss out on any of these cars, you should not leave it too long before making a decision.

CMC don't make many models these days. They release no more than two subjects a year, and the rate of production is, if anything, slowing down. If you're a discerning collector with an

eye for the finest of models, you really don't want to miss out on these stunning C-Type Jaguars; almost certainly the finest Jaguar replicas ever produced.

**1952 Green (CMC191)**

**£564.99** *In stock*

**1954 Stewart Goodwood**

**(CMC192) £564.99** *Due Q1/Q2*

**Christian Jenny**

**(CMC193) £564.99** *Due Q1/Q2*

**#20 1953 Le Mans (CMC194)**

**£564.99** *Due Q1/Q2*

**#18 1953 Le Mans (CMC195)**

**£564.99** *Due Q1/Q2*

**#13 1953/54 Panamericana**

**(CMC196) £564.99** *Due Q1/Q2*

