

INSIDE >>> PARTWORKS PLEASURE - ASTON MARTIN DB7 <<<

THE DIECAST MAGAZINE™

AUD\$19.95 when sold in AU
AUD\$28.95 when sold in NZ

MAGAZINE

ISSUE 46 

AUTOart Biante
Classic Carlectables
CMC
Hot Wheels
Sun Star



Custom 1:24
GTHO recolour

GOLDEN OLDIE

ISSN 1834 0547



Aston Martin, Ford Fairlane,
EH Holden, Holden GTS-R,
Jaguar and **much more...**

ALSO INSIDE

**WHAT'S HOT
ONLINE**
BIGGER THAN
EVER



1952 JAGUAR C-TYPE



1:18

1952 Jaguar C-Type produced by CMC in 1:18 scale

Story by Terry O'Neill

Jaguar's illustrious history has all the elements required to claim a rightful place in motoring's hall of fame. Company founder Sir William Lyons began by buying out his business partner's share of their jointly owned British 'SS Car Company Limited' in 1935, and then building a 2.5-litre sports saloon for sale to the general public. Later in 1945 the company name 'SS' was no longer acceptable after reported atrocities committed by Nazi SS units during World War II, and the name was changed to Jaguar. The sports saloon was followed by the

now-classic Jaguar SS-100 3.5-litre sports car (CMC – please consider this one), which in turn led to the first series of 'XK' sports models, the 120, 140 and 150 cars. Jaguar soon became known as a purveyor of fast, value-for-money sports cars, and sales boomed. By 1950 Jaguar was active in specific motorsport events and experienced modest success with the XK 120. Much of the success was due to a new and formidable 3.4-litre six-cylinder DOHC engine that was to become Jaguar's mainstay power unit for many years.

In 1950 work began on developing a lightweight streamlined sports car for entry into endurance races such as the 24 Hours of Le Mans. The project car was named XK120C, later simply called C-Type. The new car used the same six-cylinder engine tuned to 200bhp, but sporting an all-new tubular space frame chassis enclosed by aluminium panels. Other changes included suspension improvements and self-adjusting drum brakes with double leading shoes, plus an aircraft-style rubber fuel tank. Three cars were completed in time for the



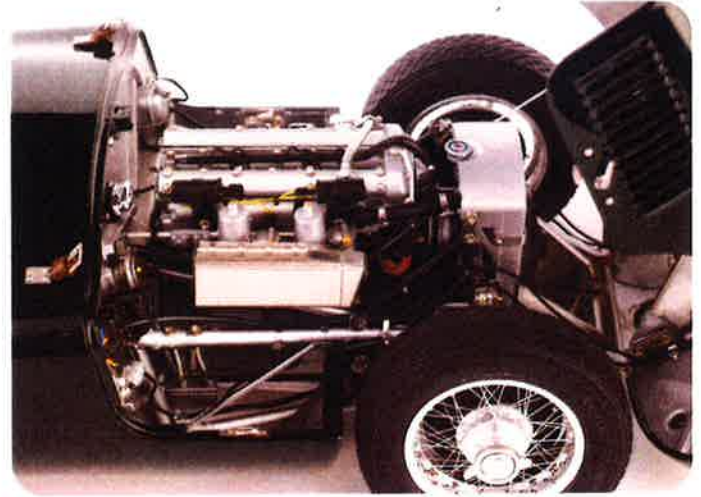
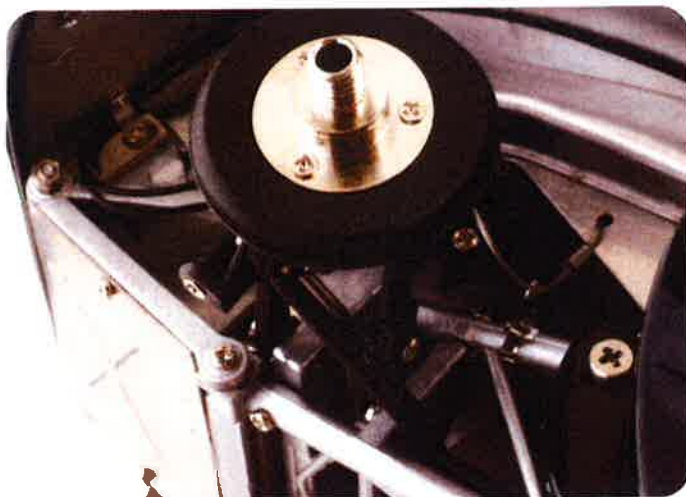
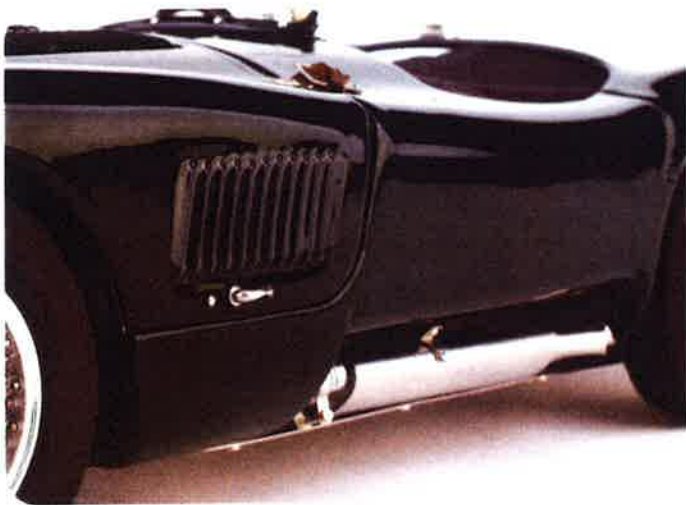
1951 Le Mans race. Two of the three retired with mechanical problems (including the Moss/Fairman car), but the Whitehead/Walker car went on to take an important victory for Jaguar. The winner was 60 miles in front of the nearest car (a Talbot), and Stirling Moss had also set the fastest lap of the race before retiring.

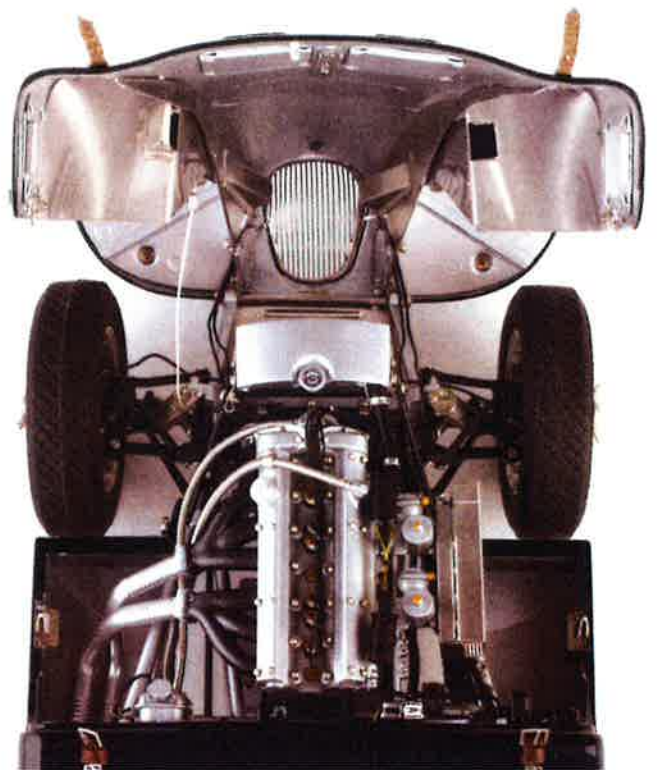
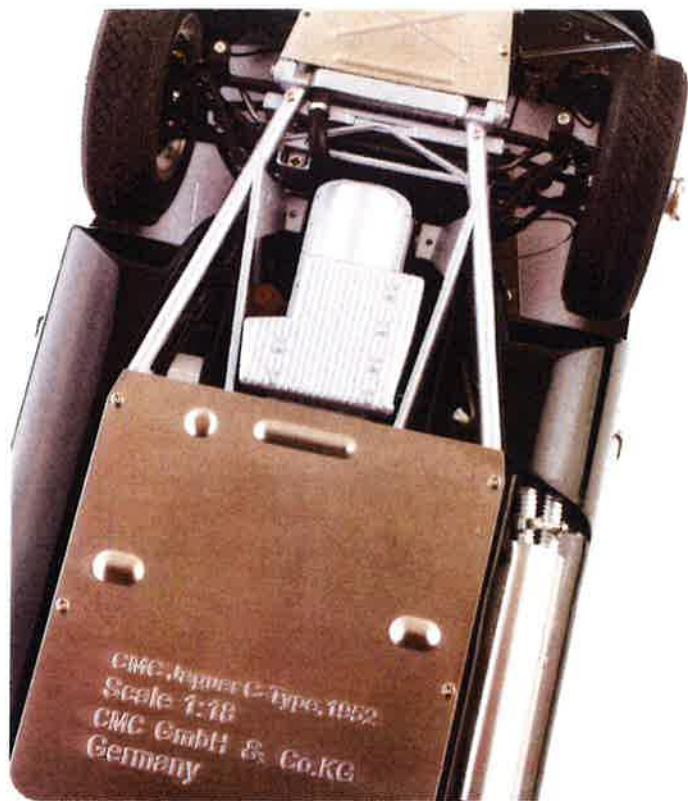
The year 1952 wasn't so kind to the Jaguar team at Le Mans, with

all three C-Types overheating and dropping out of the race. The following year, assisted by (then) all-new Dunlop disc brakes, triple Webber carburetors and various engine tweaks, Jaguar bounced back to win Le Mans in a big way, against formidable opposition that included Ferrari, Talbot and Alfa Romeo. The C-Type took first, second and fourth places, and became the first car ever to complete Le Mans at an average

speed of over 100mph. The C-Type gave way to the monocoque D-Type in 1954, leading to more Jaguar victories at Le Mans from 1955-57.

During the 1950s "gladiatorial" age of motorsport, the Jaguar C-Type proved its mettle against all comers, paving the way for future Jaguar technology and motorsports involvement. Technically and historically it is an important car, leading to collectors paying exorbitant prices if and when one comes up for sale. Of course there is an alternative for us "mere" model car collectors, one that will only cost a fraction of the price of the real car. I refer to CMC's 1:18 diecast Jaguar C-Type replica (M-191) that itself will become a collector's item in the not-too-distant future. CMC spared no effort in finding a real car to measure, then spent many hours poring over it in order to obtain the most accurate detail possible. The real car belongs to Dr Christian Jenny, a long-time Jaguar enthusiast and collector.

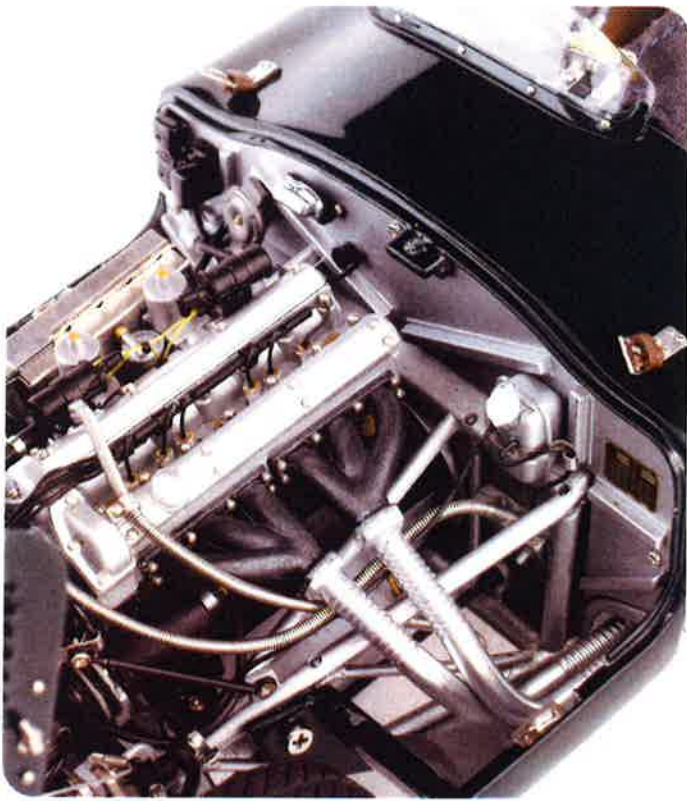




Our review model arrived safely packed inside a Styrofoam box, and is a first production sample. Unfortunately the special tool necessary for opening the spare-tyre storage compartment was missing, so I couldn't get the door to open, such is the fineness of the opening latch mechanism. However that didn't deter me from eyeing off that gorgeous British racing green body, beautifully designed by Jaguar aerodynamicist Malcolm Sayer. It looks great from any angle, and prompted me to compare it with its then rivals – no contest! Turning over the

model allowed me to check out its suspension, wheel assemblies and side-exit exhaust system. Also partly visible is the replicated tubular chassis and engine that make up some of the model's 1155 total parts. The underside also has a flat panel that has a small square opening to allow viewing of the rear axle and differential. Just above the see-through front air grille is a minuscule Jaguar badge that actually has the logo and wording printed on it. Go on, get a powerful magnifying glass and check it yourself – amazing, isn't it. The curvy bonnet has air venting louvres cut through it, and

it's held down by two very tiny leather straps that need careful undoing to enable it to open. Once that's done, a mechanical feast greets your eyes. If you have ever seen a real Jaguar engine you will know about its striking sporty appearance. Alloy camshaft covers, SU carburetors, wiring, flexible cables, and hoses (with clamps), cast exhaust manifolds with simulated flexible pipes, in fact every tiny engine bay part is represented, including a dipstick. Note too, the detailed headlamps wiring inside the bonnet. I'd expect nothing less from CMC, and this is the reason collectors buy CMC models; for the

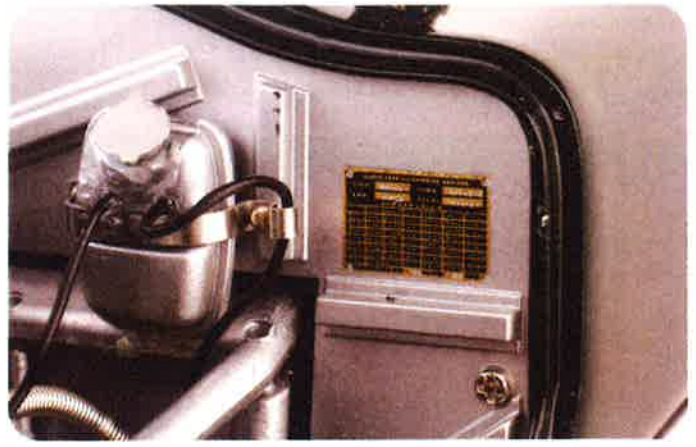


miniature engineering detail and finish that sets them apart from most other model cars.

Being a racing machine, the cockpit interior is austere and business-like. Nevertheless CMC has managed to represent the "driver's office"

part for part. Entry to the cockpit is by a small door on the driver's side, perfectly hinged to operate as per the real car, and there's even a rubber strip around the shut-line. The bucket seats are covered in real leather, and there is also a magnetic cloth half tonneau cover supplied.

The dash panel has imitation-glass-covered readable instruments, the shift lever knob has the change pattern printed on it, and there are spare spark plugs inset on the right of the driver. Greeting the driver is a plain steering wheel with the Jaguar logo and words imprinted

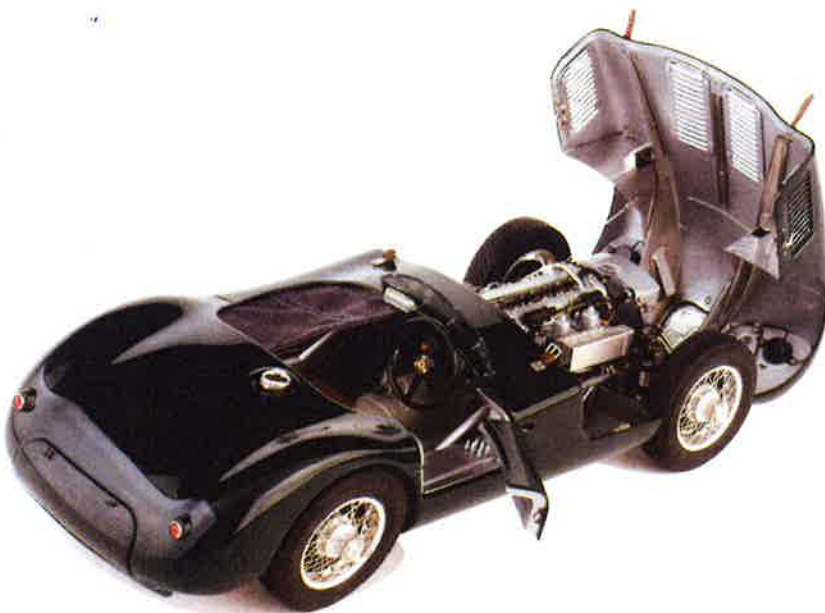


on its centre. A handbrake, foot pedals and trip meter are also included for complete authenticity. Ahead of the driver is a small aero-style windscreen for protection from dust and flying stones, while just behind him is a hinged fuel filler cap that opens and closes most realistically. As for the spare wheel compartment, the wheel is removable once the door is opened, and it also contains the fuel pump assembly. Finishing off what is already a masterpiece are

the superb wire-spoke wheels, fully removable for inspection of brakes and suspension components.

Is this the perfect model car? Almost, however I'd like to make a suggestion to CMC in the hope of making things a little easier for us collectors when it comes to operating those fiddly leather straps. Could these be made with one or both ends magnetic, so that instead of having to strain our eyes and patience and possibly causing

unwanted damage, we could simply lift up an end, thus keeping intact the leather strap assemblies? Constant attempts to unbuckle and buckle up the straps end in disaster for me, so I believe a magnetic solution would be a good thing. CMC's Jaguar C-Type is available now in many guises, so check in with Diecast Model Car Sales or your nearest CMC stockist and choose your favourite version while it's still available.



1952 Jaguar C-Type

SCALE: 1:18

PRODUCER: CMC

ITEM#: M-191

AVAILABILITY: \$875 (LIMITED)