



# Suffolk XK 120 C-type Jaguar

## Origins

In 1951, Jaguar Cars Limited entered three cars for the Le Mans 24 Hour Race. This was their first attempt at the greatest endurance event in motorsport. Aerodynamic expert Malcolm Sayer and chassis expert Bob Knight had designed the XK C-type in secret. Powered by the all-new Jaguar 3.4 litre XK 120 engine designed by Walter Hassan and Claude Bailey, the unit produced 200bhp.

In night practice for the historic race, driver Peter Walker shattered the existing lap record with an average speed of 104mph. In the race he and Peter Whitehead triumphed with first place for Jaguar in a race that became the forerunner for two more Le Mans victories in 1953 and 1954.

In 1960, Roger Williams commenced a management training course in Ipswich with Jaguar distributor Botwoods Limited. Days at the Jaguar factory in Browns Lane and collecting new Jaguar E-types from the works were all part of life and memorable highlights of five years with the Jaguar dealership.

In 1995, Roger Williams created Suffolk Sportscar Engineering to manufacture modern reproductions of the 1936 Jaguar SS100. To date over 150 cars have been built for discerning Jaguar enthusiasts all over the world. The idea of recreating the C-type has been a dream ever since Peter Walker crossed the line in 774 RW.

Suffolk Sportscar Engineering already owns two fully built Jaguar C-type cars that are the prototypes for production of a limited number of new cars to be built in 2008.

## On the Road

The Suffolk C-type Jaguar is as visually close as one can practically achieve to the original cars that won Le Mans in 1951 and 1953. The original Jaguar C-type XKC 039 was used to form all our body moulds and is therefore dimensionally perfect.

At the Jaguar Speed Trial in 2006, our demonstrator 662 EBY, a 3.4 litre car achieved 138mph, and was still accelerating as it passed the timing beam. The handling is taut and true to the C-type tradition. The suspension, steering and brakes are all modern (or similar) versions of the components used by Jaguar in 1953.

This car will give the owner a driving experience equal to that felt by Tony Rolt and Duncan Hamilton when they won Le Mans in 1953.

## Personal Thoughts

History tells us everything. Books like Philip Porter's 1995 'Jaguar Sports Racing Cars' inspire many readings to absorb the wonderful atmosphere. A few lucky guys like me have the team and the tools to recreate the amazing Jaguar C-type. Can any other reproduction of a Le Mans winning car inspire so much and yet come at a price that is such a small fraction of the original's value.

Our car is created to be exact in its dimensions and rewarding in its dynamic performance. The prototypes have been raced, toured and used at track days. The product is well tested and will give performance and handling every bit as good as the original. We have marginally improved the driver's comfort but this is a no nonsense, no heater, no hood and no prisoners car. If you want cosy - buy a Lexus.



## In the Cockpit

The view and layout is exactly as the original 1953 C-types. Every effort has been made to ensure the Suffolk C-type Jaguar looks and feels correct. Leather seats and Hardura coverings to the transmission tunnel contrast with the bare alloy and black instruments and steering wheel. Storage space for light luggage items and tools is included.

## Construction and Purchase

We are pleased to fully build the Suffolk C-type to customer requirements. New factory built cars can be supplied with an SVA certificate and UK MoT certificate. Age-related number plates are available and cherished numbers can be transferred.

The Suffolk C-type Jaguar can be purchased in component form or as a part built rolling chassis for customer completion. Suffolk Sportscar Engineering can supply a Build Manual plus CD Rom and every part necessary for a self-build programme. The company maintains a full after sales and works support programme.

We welcome visits to our workshop from December 2007 when we will have cars under construction and for inspection.

Additional information about the Suffolk C-type Jaguar can be found on our website.

## Typical Specification

<b>CHASSIS</b>	<b>MIG welded 16swg steel tubes with square and folded sections – all visually exact to the 1953 Jaguar design</b>
<i>Front</i>	Jaguar E-type torsion bar and shock absorbers. Anti-roll bar.
<i>Rear</i>	Jaguar MkII live axle with trailing links and A bracket reaction plate (or link with Panhard rod).
<i>Steering</i>	Rack and pinion.
<i>Brakes</i>	Lockheed 11" discs (servo optional).
<i>Wheels</i>	16" 5J 72 spoke wires.
<i>Tyres</i>	Blockley 6.00 x 16H High Performance.
<b>ENGINE</b>	<b>Jaguar XK</b>
<i>Displacement</i>	3.4 or 3.8 or 4.2 litre.
<i>Bore &amp; Stroke</i>	To suit engine.
<i>Compression Ratio</i>	Various. (8.4:1 typical.)
<i>Power</i>	From 200 b.h.p.
<i>Exhaust</i>	As per 1953 Jaguar works car.
<b>TRANSMISSION</b>	<b>Jaguar or Tremec</b>
<i>Gear Ratios</i>	Various 4 and 5 speed options available.
<i>Final Drive</i>	Live axle 3.54 or 3.31. LSD optional.
<b>DIMENSIONS</b>	<b>Exactly as 1953 Jaguar XK120 C-type</b>
<i>Length (body)</i>	13'1 1/2"
<i>Width (body)</i>	5'0"
<i>Width (spinners)</i>	5'3"
<i>Height</i>	3'6 1/2"
<i>Ground clearance</i>	0'5"
<i>Frontal area</i>	13.81sq.ft.
<i>Wheelbase</i>	8'0 1/2"
<i>Track F</i>	4'3"
<i>Track R</i>	4'3"

## Bodywork & Interior

Reinforced GRP construction incorporating alloy sections. Louvres to bonnet in alloy. Leather seats. Hardura over transmission cover. Screen in Lexan. Tonneau cover in mohair.



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