



**VINTAGE
JAG
WORKS**

C-Type Replica Price List



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**C-Type Replica by Vintage Jag Works
Price List**

We build C-Types from our own tooling. As far as we are aware, they are the only C-Types built in North America and perhaps the best in the world. The C-Type has been researched by Vintage Jag Works for nearly two decades. During that time a number of cars have been constructed. We have our own body molds, chassis jigs and drawings. We use Jaguar, Smiths, and Lucas components throughout to supply a car that looks, drives and sounds like the real thing at a fraction of the price.

Chassis is a tubular space frame like the original. It is supplied with aluminum floors, bulkheads and rockers. The rear suspension trailing arms and front suspension mounting points are attached. Also included is a front sub-frame that supports the bonnet and radiator and a rear sub-frame that supports the rear body section, fuel tank, and spare tire. The chassis, including front and rear sub-frames is powder-coat painted grey.

Chassis price is \$15,000

Body Panel Set is now available in hand-laid glass fiber or carbon fiber. It has the same dimensions as the original. The glass fiber weighs slightly more and is much stronger than an original body. The carbon fiber is lighter than both fiber glass and aluminum. It is a good strong material and is used in most modern race cars. Both styles of the bonnet have four aluminum louvre sections riveted in. The bonnet hinges and latches are attached. The door (one right-hand door is standard) is supplied with pre-hung hinges and latch. A left-hand door is available. Originally, most of the racing C-Types only had a right-hand door. The spare tire door is attached with hinge and latches. Two seat shells are included, as is a full-width windscreen, LeMans fuel cap, and front grill.

Body Panel Set, Carbon-Fiber \$15,000
 Body Pael Set, Glass Fiber \$12,000
 Optional Left-hand Door \$750
 Labor to attach body panel set to chassis including fasteners and materials..... \$5,000
 Crating is available for motor freight.....Inquire

Vintage Jag Works reserves the right to sell a chassis with or without a body panel set. However, a body panel set will not be sold without a chassis.

Basic Roller C-Type. A Roller is a chassis with body on wheels with functional front and rear suspension, steering and brakes. Our Basic Roller includes, chassis, body panel set, grill, windscreen, five 16", 60-spoke Jaguar wire wheels with tires. 4-wheel disc brakes, master cylinders (including clutch master cylinder), brake lines, rebuilt differential with splined hubs, track rod, shocks, functioning hand brake, complete front suspension, steering and fuel tank, all assembled. All parts are either new or rebuilt.

Basic Roller C-Type..... \$58,000



Variations on the Basic Roller are available. We will install your Jaguar engine and transmission or ours (using our rebuilt component pricing). No American engines. No left-hand drive.

Variations on the Basic Roller are priced at our current shop rate\$80/hour
Semi-Finished C-Type is a running, driving car that needs paint and upholstery. It is wired with gauges and lights.

Semi-Finished C-Type \$78,000

Turn-Key C-Type is a fully finished car ready for use supplied with a component statement of origin for all main components. Serial number tag is attached. Paint colors offered are standard colors offered on original C-Types in 1953. Other colors available at additional cost.

Standard Turn-Key C-Type \$90,000

Standard Equipment. Vintage Jag Works basic C-Type is equipped as follows:

- Rebuilt 3.4, 3.8, or 4.2 XK-Type engine with C-Type badges on the cam covers. The valley of the head is painted red with two 2-inch S.U. HD-8 carburetors, standard cams, 9:1 pistons and aftermarket ignition.
- Rebuilt Moss or Synchro Gearbox, 10-inch Borg and Beck clutch, standard steel 20-pound flywheel, open rear axle.
- Disc brakes as fitted to early E-Type/Mark 2 with no booster.
- Alloy radiator, steel fuel tank, thermal coated exhaust.
- Standard Smiths gauges: electric tachometer with tach generator, speedometer, fuel level, oil pressure and water temperature compound gauge. Amp meter is of other origin.
- Lucas electrics with period replica wiring harness, switches, lamps and rebuilt generator and starter.
- 16-inch, 60-spoke painted wire wheels with Firestone, Goodyear or Avon tires depending on availability.

Optional Equipment (**Price on inquiry**)

- Alloy fuel tank
- 72-spoke wire wheels
- Chrome/Stainless Steel wheels
- Drum brakes
- Weber manifolds and carburetors
- Isky cams
- Dunlop racing tires
- Duel fuel pumps and coils
- Brooklands wind screens
- Fuel cell
- Cable-driven, counter-rotating tachometer and speedometer
- Superlite flywheel
- Pow-R-Lok rear axle



- 6,000 pound racing single-plate clutch
- Mini starter
- SLR driving lamp mounted behind grill
- Stainless steel dual muffler
- Race ignition
- Tool kit
- LeMans head lamps
- Cloth tonneau cover with central zipper
- Bonnet straps
- 5-speed gearbox
- Roll Bar

Replacement Parts

- Replica Lucas wiring harness
- 9-post regulator
- Fuse boxes
- Horn
- Starter solenoid
- Fuel pump
- Dash switch set
- Standard gauge set
- License lamp (also used in engine compartment)
- Headlamp set
- Tail lamp set
- Fuel gauge sender
- Dimmer switch
- Map light
- Replica C-Steering Wheel
- Grill
- Bonnet latch pair
- Door hinge pair
- LeMans gas filler cap
- Full-width windscreen
- Turn signal kit
- Rear view mirror
- Dash grab handle
- Jack hole covers
- Spare hold down kit
- Alloy radiator



Payment Options. **For roller, semi-finished and turn-key cars two payment methods are offered.**

- Full-payment. Pay the full amount up front and receive a 3% cash discount. Valid for cash, cashier's check and bank transfers only.
- Pay a \$6,500 deposit and make additional payments at successive stages of completion. You will receive an invoice as each stage is reached by e-mail, fax or United States mail. Payment for invoice is due within ten days.
- Other payment options may be considered. Please inquire.