

C-type replicas



C-type by Realm

Adrian Cocking at Realm makes no pretence of building an authentic car. His C-types are about fun in the style of the 1950s, not the substance. A user of Glassfibre for many years, he has produced many replicas including D-types in numbers far in excess of Jaguar's original production run. The C-type project is a fairly recent acquisition, taking over the concept from Heritage.

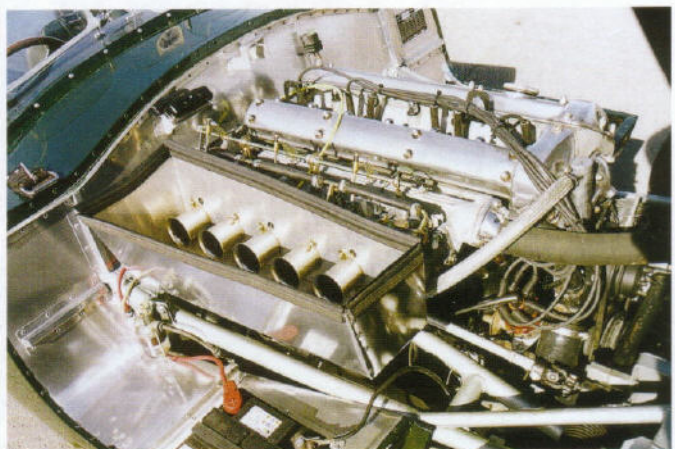
The tubular chassis follows the general lines of the original but has been substantially altered to take an IRS at the rear and XJ components at the front. Unlike the RGC or Proteus, the Realm car can be bought in component form, allowing the builder to follow any direction. The basic outline remains faithful to the original but with a passenger door being fitted. I think that there might be a couple of inches added fore and aft, building in a comfort factor too.

The basic chassis/body unit comes in at £4,950 but added to this are a number of specialised components. For instance, the Jaguar IRS is fitted directly to the chassis and, although the diff and brakes remain standard, the lower wishbones and driveshafts have to be altered to fit. These, and other modified components like steering shafts, are available on an exchange basis from Realm. Alternatively, the company offers a body/chassis plus kit where all of these components are fitted to the car. The customer then fits just the



The Realm is all about having fun plus it features an IRS and modern XJ components.

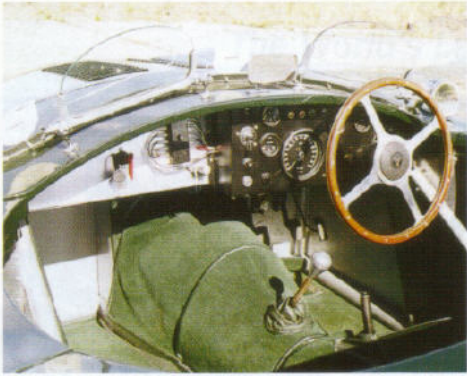
In standard form the bulkhead is basic glass fibre but, with aluminium cladding, a good effect can be achieved. It's up to the owner how much attention to detail is put in.



engine, gearbox and axles.

We tried a car with a 4.2 Series 3 XJ6 engine running on ubiquitous Webers and mated to a Toyota Supra five-speed gearbox. Brakes were four-pot on ventilated discs. In

BRG with the '53 air-scoop bonnet, the car looks evocative enough, although the 15-inch wheels will jar to the purist (but, of course, these are to customer choice and 16-inchers are easily fitted). With the bonnet



Looking fine to the untrained eye but immediately apparent to the more expert on the Realm is the shape of the transmission tunnel, gear-lever and handbrake location.

up, aluminium panelling had been applied to shield the eye from bare fibreglass, again, a customer option.

Getting into the car, the first thing that is apparent is the lack of cross-tube – it's beneath the seat, making the driving position slightly higher. The gear-lever pops up where it shouldn't and the handbrake is wrongly positioned. But we understand that this is the first car built by Cocking and will be sorted.

The first revelation is the gearbox. It's a joy to use! In fact, with smooth 4.2 power, an IRS, modern gearbox and huge brakes, this is a real pussy cat. The intended market place becomes immediately clear – it's aimed squarely at the enthusiast wanting the C-type line but without the limitations of early technology. It is quick, handles extremely well and stops better than it should. Actually, I think it is over-braked and it could do with slightly smaller callipers – 'Series 1' XJ6 three-pots perhaps? Fifth gear is unquestionably overdrive only, ideal for that run to Le Mans. Otherwise the lower four ratios are perfectly suitable.

Through the corners, the IRS comes into its own, dealing with any imperfections, digging in with purpose, ready for the power to come in when the wheels are straight ahead. There's no creaking or rattles around the body either, so it appears to be a solid package. Overall, the concept is a sound one. SVA will be attended to with the next car. ●

The details