

Type 26 Register Update No. 8



I'd like to include a number of topics in this update, that not only cover the practical aspects of correctly restoring your S1 or S2, but also to elicit information from fellow enthusiasts in order to understand some more of the wider historic perspective.

Wiring looms - As always, restoration progress has been rather slow on our cars. But the time had come to install new wiring looms. The old ones were simply too far gone – crude modifications and repairs, burnt out wiring, and, particularly in the engine compartment, oil and heat making the wiring brittle and stiff. New wiring looms are not overly expensive, but you do have to be careful to buy the correct item for the Type 26. Key differences, compared to later cars, include headlamp relay position, engine compartment headlight micro-switches, and that there are no courtesy (apart from on the dashboard) or reversing lights.

One mystery that many owners of S1's will come across is how the rear loom is supported across the back of the car – to supply the rear light assemblies and number-plate light. It is done by using black PVC "P clips" screwed to small wooden blocks (approx. 1" x 3/4" x 3/8"), which are in turn, glued to the top wall of the boot, behind the boot-lid aperture. The photograph shows the correct spacing. S2's use a different method, please refer to the web-site for more information.

The remainder of the loom installation is relatively straightforward. However, if you have had a bodysheet restoration/ re-paint, many or all the original fixing holes for the remainder of the loom might have been glassed over and disappeared forever. In the next update I will show correct engine compartment loom fixing locations.

Trim - One of the most popular lines that the Type 26 Register has remanufactured for fellow enthusiasts is trim. We are pleased to have broadened the existing range by now offering vinyl trim kits for the door trim and door surround trim panels. Additionally, we now offer the aluminum sill kickplate, correctly embossed with the original pattern, together with the aluminum trim strip that fits above the rubber matting on the rear scuttle. So, together with the rubber floor covering (available either in grey or black from JAE in the US), virtually all the key trim items to correctly restore your car to the original specification are once more available. In addition, the website now has a full description of all interior trim colour combinations, together with the exterior paint colours that were available for S1 and S2 cars. So there is no excuse for not having your car finished in the same way as it left the factory!

Lost cars - There are a number of cars that are historically important in the development, sales and marketing/ promotion of the Type 26. The history and whereabouts of the majority of these cars is unknown. They are now the "Lost Cars" (unless anyone knows better...) If any fellow enthusiasts can shed some light on the following lost cars, please make contact directly to the register.

3208 NK - Pre-production prototype, featured in Robin Read's book "Colin Chapman's Lotus", and as an attractive air-brushed image in the early Elan colour brochure.

737 PJH - This car is featured in a 4 page Elan Brochure c.1963.

955 PNK - Allocated to Ron Hickman.

320 NUR - Allocated to John Standen.

997 NUR - Elan 1500, unit 001 - ex Jim Clark. Although we know this is now owned by a well known historic racing driver.

766 BOO - Elan 1500, possibly unit 002 - tested by John Bolster in Autosport March 8th 1963.

796 TAR - Unit 105 - Lotus press car. It's photograph is featured in many Lotus publications including the front cover of the Elan 1600 service book.

The car was later bought by Graham Arnold and brought up to S2 spec and fitted with a hard-top. This incarnation was tested by DSJ in the May 1965 issue of Motor Sport, where, with some trepidation, he drove it to Sicily and back.

CRO 291B - Ex Jim Clark: Modified S1. Cirrus White with a Harold Radford conversion.

CUR 500B - Late S1 road test car, appeared in many magazines.

HNK 999C - Avenger Elan: Emma Peels' white S2.

Cant rails - Fitting replacement cant rails to S1 and S2 Elans can be one of the most frustrating jobs on the whole car. Norman Lupton has offered the following advice to help make the job easier.

Elans were hand built on the production line. Some five or six sets of moulds were probably used during Type 26 production, both by Bourne Plastics – who made the first c. 250 - 300 bodies, and the factory. Some early cars have a set of indented markings on both the body and all the panels, which probably indicates the mould number.

As a result, all bodies and panels can vary in terms of their dimensions. Therefore, if the original cant rails are with the car, they will have been individually fitted to the body, and if they are retrievable, they should be repaired and restored. If, however, new cant rails are to be used, the following points are essential to note:

- New rails, from whatever the source, are made from moulds set-up for "average fit."
- Screen frame, doors and door leading window channels must be in "final fit" stage.

- The bobbins in the body at the start of the rear deck area, behind the door aperture must be regarded as a fixed point, therefore,

if any bobbin adjustment is needed, it is those in the cant rails which must be moved. This is readily done; cut round them with a Dremel or similar; use Isocon bridging fiberglass to hold the position, and then make good as described in the workshop manual.

- Remember to check the hood-sticks for alignment very carefully, particularly if they are re-makes, and also the basic fit of the hood.

- Fit of the cant rails to the door window top profile is critical, as is also the fit to the rear top edge of the door.

- The better mould for new cant rails included an extra 1/4" of material at the front end of them, which must be trimmed to suit, as otherwise the tendency is for the cant rail to sit away from the screen frame.

- The area where the cant rails sit on the rear deck must be padded with suitable thin closed cell foam.

- Fit the front shaped fastener to the cant rails last. This can be fiddly; spacing washers are needed under the two threaded pins, usually the spacers are different on each side.

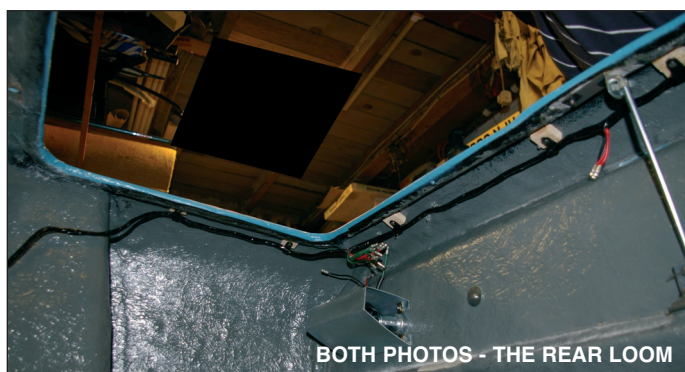
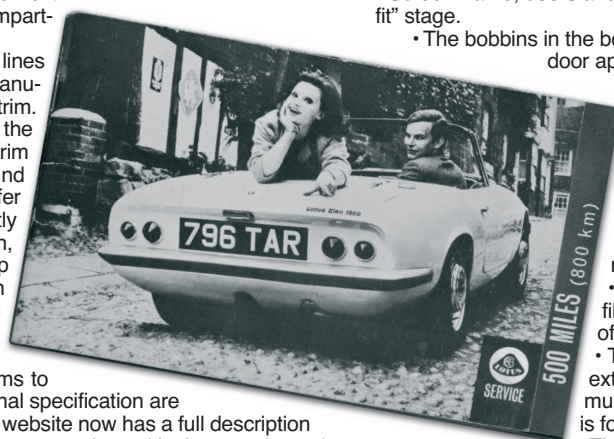
By following the notes and sequence, most of the frustrations and errors which can accompany this job should be avoided.

The Register - The number of cars in the register continues to increase, with the current total now nearing 150. Interestingly, the information is skewed to S1 cars with nearly 30 Bourne bodied cars listed. So please – more info from S2 owners please, so we can try and establish more accurately specification change points etc.

Please visit www.type26register.com The site is updated regularly with important reference material, advertisements and other items of interest for S1 and S2 owners.

The Type 26 register continue to offer parts that are all excellent quality, and are made as closely to the original design as possible unless stated otherwise. Please let us know if there is a particular part which you need.

If you are interested in any of them, or would like to make contact for any other reason, then please contact Tim Mees or Charles Giles via the register tim@type26register.com or 0044 (0) 1189 891705. **Tim and Charles**



BOTH PHOTOS - THE REAR LOOM

