

# Type 26 Register Update Number 2



**A**pologies to everyone for the delay in reporting further on the progress with the type 26 register but a serious illness has somewhat impeded progress. There was initially a good response to our request for information about Type 26 cars and a number of members were quick to respond with details of their cars. Thank you! Some of you have yet to receive an acknowledgement of your communications but we will remedy that as soon as we can.

One of the key aims of the register is to share key information regarding these early cars. It is becoming increasingly difficult to establish correct factory specifications for these cars, but the answers are out there, with evidence from an increasing number of members with their cars' original features still intact!!

An example of this is the original paint colours used on type 26 cars. Early parts manuals do not specify the manufacturers paint codes for these colours. The "LO" Lotus part numbers and well established paint suppliers references were not used for the vast majority of these early cars. As an example, LO. 1 British Racing Green is not the same as the Jaguar British Racing Green used on type 26 cars. Jaguar used three different British Racing Greens during the 1960's and early 1970's. Luckily only one of these colour variants was used during the period of type 26 production (much darker than the LO. 1 BRG), so I am confident that we have this mystery solved. Thanks to Norman Lupton for sending me a sample of original BRG paint from his car to help me. Cirrus White was continued as LO. 4 for use on type 36 and 45 cars until

the end of Elan production.

Fiesta Yellow seems to be a real mystery – unless anyone knows better! Although we have some ideas, any evidence of the shade and origin of this colour would be most welcome.

Another interesting find on our early S1's was that the 3-way and

5 way brake unions were made from aluminium and not brass.

We went recently to the Jim Clark Film Festival in Tim's S2 Europa, hoping to see many classic Lotus cars – unfortunately we were to be sorely disappointed and there were probably only 10 in total.

Whilst we were waiting to register, the presence of the ex Jim Clark Elan 997 NUR prompted a discussion in the queue about the number of S1 Elans which were still in existence in the UK. An enthusiast in the queue behind us – who turned out to be Bob Wright – announced that he had one and had actually bought it to the event. Congratulations to him on making the effort to bring his car out in the middle of winter.

At lunch time we were able to examine Bob's car and very nice it was too. Bob had clearly done a lot of work, converting it from left hand to right hand drive and generally tidying the car up and it was a pleasure to see it.

Progress on our own S1 and S2 Elans has been slower than originally anticipated, largely because of the afore mentioned illness. Nevertheless the shells have been painted, the four corners for each car have been built into sub-assemblies, and by the time you read this, the chassis should have been repainted in their original Red Oxide colour. In truth, in addition to the two S1's and S2 we are also simultaneously restoring a late, one owner FHC Sprint, so every job is in effect multiplied by four.

So please, if you own a type 26 car, whatever its condition please contact us through the Club or contact Tim directly on 01189 891705 or via email [tim.mees@hotmail.co.uk](mailto:tim.mees@hotmail.co.uk). Let us have as much detail as you can. We will then enter the details on the register. If you are rebuilding your car and want advice on originality please get in touch. You wouldn't believe the trouble that Tim took to ensure that his S2 was painted in the correct shade of Jaguar Racing Green!



**UNIT 26/3186: BASKET CASE AS FOUND!**



**STRIPPED, IN BODYSHOP FOR REPAIRS AND REPAINT**



**RESPLENDENT IN ITS ORIGINAL CARMEN RED. BODY WAS ACTUALLY IN EXCELLENT CONDITION WITH NO EVIDENCE OF SERIOUS DAMAGE. THE ONLY MAJOR REPAIR NEEDED WAS TO THE METAL SILL STRENGTHENING WHICH WAS RUSTED AWAY. NOTE THE GREY PIGMENTED GEL COAT, A CHARACTERISTIC OF EARLY CARS WITH BODYSHELLS MANUFACTURED BY BOURNE PLASTICS OF NOTTINGHAM.**

## JIM CLARK MEMORIAL FUND

Jim Clark lost his life on 7th April 1968 in a Formula 2 race at Hockenheim when his car left the road and struck a tree alongside the track. Jim was Lotus' greatest driver; he won 25 Grand Prix between 1962 and 1968, was World Champion in 1963 and 1965 and won the Indianapolis 500 in 1965 as well as numerous sports and saloon car races. Many still regard Jimmy as the best racing driver the sport has seen.

There has been a rudimentary memorial at the present day Hockenheim circuit established when the original stone cross (placed at the site of his accident in 1969) was recovered from the woodland by the old track. This memorial did not do justice to the memory of Jim Clark and a project to replace it was initiated last year. A new memorial of green slate panels with gold engraving and incorporating the original cross was designed with input from a number of people. With the active support of Clive Chapman of Classic Team Lotus, Alan Morgan of Club Lotus, Mike Kimberley of Group Lotus, Ian Scott Watson and members of Jim's family a Memorial Fund to finance the new memorial has been established.

The total cost has amounted to just over £10,000 and this has to be met entirely by donations from Jim Clark enthusiasts. We have already received many donations both large and small from all over the world but

we still need to raise a considerable sum.

In addition to making a very generous donation, Clive Chapman also agreed to underwrite the initial costs to allow the memorial to be built on time. The new Memorial is now in place at Hockenheim and will be dedicated at 12.00 noon on Saturday 26th April during the Jim Clark Revival race meeting.

We know that there remains great respect and goodwill for the memory of Jim Clark and this appeal for funds will allow everyone to express their appreciation in a tangible way.

If you would like to make a donation, however small, please make a cheque payable to 'Jim Clark Memorial Fund' and send it to Warren King, 32 Amderley Drive, Norwich, Norfolk, NR4 6HZ.

