

Type 26 Register Update No. 9



As before, I'd like to cover a number of topics in this update that not only provide practical guidance on correctly restoring your S1 or S2, but also will clarify correct original specifications for your car.

Wiring looms – In the last update I covered some general issues around why we decided to replace the old wiring looms in our cars, and the mystery of how the loom is supported correctly in the boot of the S1 and S2. As promised, this time I'd now like to move on to the engine compartment, and correct loom fixing locations. As with later S3 and S4/Sprints, the loom is secured with black PVC "P" clips of differing diameters, depending on the thickness of the loom. However, unlike the later cars, which use adjustable clear nylon clips to secure the loom adjacent to the thermostat housing, and onwards towards the radiator, S1's and S2's use black "P" clips throughout. Another difference is that S1's and S2's use No. 6 slotted pan blunt ended self-tapping screws to secure the loom clips, whereas the later cars use Phillips or Pozidriv screws. The photographs show correct loom fixing locations, especially useful if your car has been repaired, and a new layer of fiberglass has covered all the original fixing hole locations.

Number plates – An item essential to finish your restoration is a new set of number plates. If your car was first registered in 1963 or 1964 and has no suffix letter in the registration number, for originality be sure to use a rear oblong plate 21" x 5" with 3^{1/2}" digits, with 3^{1/2}" digits attached to the front grille (cars with a suffix letter to identify the registration year, must use 3^{1/4}" digits on a 20^{1/2}" x 4^{1/4}" plate). Excellent products are available from Frampton Number Plates, who are also able to supply the correct front digits and securing clips separately for the front grille.

Seat re-trim kits – All our cars needed to have their seats re-trimmed, but none of the established Lotus specialists offered re-trim kits for S1 or S2 cars. Because of this, the Type 26 Register has commissioned high quality S1 and S2 seat re-trim kits. These include correctly embossed vinyl, all foam padding including bolsters, hessian backing, all necessary clips, correctly bound hardura (for S1's) or vinyl covered hardboard (for S2's) for rear seat backing, and full instructions etc. Please visit our website for further details - www.type26register.com. The table below outlines the differences between the different seat types fitted to S1 and S2 Elans.

The number of cars in the register continues to increase, with the current total now nearing 160. 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 01189 891705.

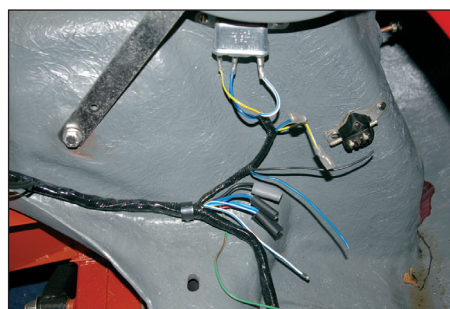
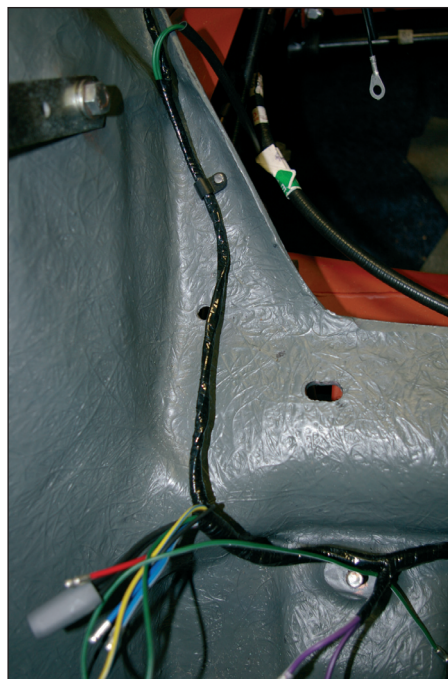
Thanks to: Framptons Number Plates: www.pl8s.co.uk or 02392 264755.

Namrick: Imperial fasteners, UNF, UNC bolts, screws, nuts, self tappers etc.

Autosparks: Wiring harness supplies, including loom securing clips etc.

Tim and Charles

Come and visit the Type 26 Register at the Lotus Exhibition at Malvern on 17 & 18th April. We will have a stand with cars and plenty of parts for sale!



Item	Series 1	Series 2
Seat Frame	The S1 type differs to all other Elans with respect to frame, springing and bolster design, together with rear hardura felt trim screwed directly to frame tubing. Rear bottom of frame protrudes rearwards from seat. Bottom springing runs longitudinally from front to rear of seat frame. NOTE: This design was also used on early series 2 "transition" cars.	Slightly different design to S1, e.g. modified frame, (no protrusion to bottom frame), rear trim in vinyl with hardboard backing screwed to tags which are welded to tubing. Bottom springing runs from side to side of seat frame. This basic design is common to all later Elans. NOTE: Federal cars and Sprints had anti-tilt lugs welded to bottom of frame. Some Federal cars had head rests.
Seat Covers	Because of the unique seat frame design used on S1 cars, the seat cover is also unique. The texture or pattern of the seat vinyl is known as "stag". This was common to all seats, irrespective of their colour. The standard colour offered was black, with tan, grey and red listed as options. All seats have a parallel welded pattern. NOTE: In practice, Black is the most common colour. An original car with Tan option is known to the register.	The seat cover design is different to that of the S1. However the texture, welded pattern and colour options are the same. The S2 seat cover is also the same as used in early S3 cars, until the introduction of "basket-weave" seat trim, probably at the October 1966 motor show for 1967 model year cars.