

# Type 26 Register Update Number 4



Thanks again to the large number of people who have emailed or rung me to tell me about their cars. Amongst this information are many comments by people who have their own view on how these cars should be restored. I thought it appropriate to copy one of these points of view. It might be rather controversial, but I must admit to agree with some of the points it raises. Let us know what you think!

"Observing – over many years – adverts, Lotus gatherings and, more recently, comments on internet forums, it has become apparent that there are relatively few cars which still exist in their standard specification. Although nowadays the trend for modifications such as flared wheel arches has mercifully declined dramatically, most Elans of any type number have received modifications of some description. I have never fully understood why this should be when the basic concept of the car was so "right". Generally, and we are talking about road cars here, modifications diminish the value of a car so why do owners insist on fitting different interiors, radiators, wheels etc? You name it, and somebody has a "mod" or an "improvement" over the original item. The majority of the cars are used lightly and driven gently so why mess about with the engine to get more performance that is never going to be used - and in the process ruin the driveability of the car? For instance, if the car is overheating why not investigate the reason and rectify it, rather than put a larger fan or radiator on? If looked after with everything working as it should, the car would have kept perfectly cool when it was new, so why think it wont now? Obviously owners are perfectly entitled to do what they like to their cars but when their work diminishes the value of the car one has to wonder why do it in the first place?"

With this in mind it was interesting to see an American S1 Elan come on eBay for restoration. Although a complete basket case it presented a wonderful opportunity for some enthusiast to restore it to its former glory. This car was really remarkably original. As it was in the States, complex tax laws and shipping issues prevented it from being a viable project for returning here but there was a lot of comment on the internet about how nice it was to see an original car".

There were a number of unique parts on very early cars that differed significantly to those fitted to later cars. One example is the rear bearing housing. Very early cars (prior to unit # 95?) had bearing housings with no strengthening gusset for the rear calliper lugs. They must have been strong enough – mine have survived!!

Another example is the aluminium diff carrier. Early cars had carriers which were obviously from an early pre-production batch. These had a rough exterior finish with a shape which differed significantly from the later types. The "LOTUS" lettering on the back was plain, without serifs and the part number was simply 26R004, without the "A" prefix. A different oil seal arrangement was used for the inboard drive shafts.

Continuing the theme of "keeping cars original, and using correct parts wherever possible", I'm delighted that the Type 26 register has identified some alternative sources of supply and has also added some key items to it's list of remanufactured parts.

There are many items that are used on the Type 26 that are not used on the Types 36 and 45. Many Type 26 owners have contacted me with their discoveries of alternative sources of supply. I'm pleased to be able to share some of this information with you all from Bob Wright – so here goes:

1. Correct profile gear lever grommet fitted to type 26 cars. I have now found that the type 14 Elite cars had the same grommet and have been remade a few months ago by the Elite parts supplier David Mousley.

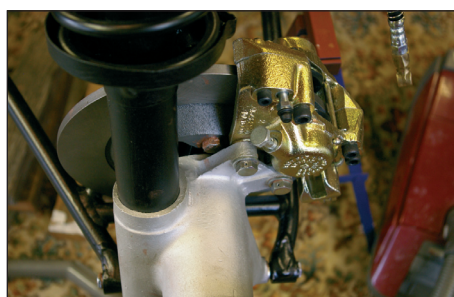
2. Chrome effect dash lower edging strip: This is not made but I found that MG TC and TD's used a very nice looking strip for the same purpose which is readily available.

3. S1 Gear lever knob: Very good copies of these are available from Len Chandler, the well known steering wheel restorer.

Finally I'd like to make an appeal to anyone who has some original photographs of their cars when they were new or nearly new. If they are in colour – so much the better! Please send them in. I had a very interesting email from Ian Bowker (thanks again Ian!) who sent me a photo of his Medici Blue S2 when it was new in July 1965, complete with lovely knock-on wheels (must have been one of the first S2's to have them available as an option). Ian is now striving to restore it back to its original condition, but, like so many of us, has precious little time in which to do it at present.

The Type 26 register are delighted to offer the following parts to fellow restorers. The updated list includes additional 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 by email [tim.mees@hotmail.co.uk](mailto:tim.mees@hotmail.co.uk) or 01189 891705.



Application	Description	Price
S1	26B265. Rear light cover (inside boot) – supplied in pairs	£30
S2	A26B265. Rear light cover (inside boot) – supplied in pairs	£30
	Rear light cover with extra holes for soft-top retaining strap (not supplied)	£35
S1 & S2 (polished stainless)	26B246 & 26B247. Exterior door weatherstrip mounting channel LH/RH. Simplified "L" cross section design	£30 per pair
S1 & S2	26B244 & 26B245. Door trim panel "top capping strip". Correct profile, in pairs, un-plated and uncut (therefore not handed) to accommodate small variations in existing door trim size	£40 per pair
S1 & S2	26B011, 26B017, 26B016. Boot support assembly: Complete assembly with plate-boot support rod, rod-boot support, clip-boot floor, riveted terry clip and correct stainless self tapping screws	£40
S1 & S2	26B024. Windscreen tie rod	TBA
S1 & S2	Rubber gasket - rear numberplate light to body	£8.00
S1 & S2	<b>NEW!!</b> Door scissors: high quality exact reproductions	£110 each
S1 & S2	<b>NEW!!</b> Door armrest bracket	enquire
S1 & S2	<b>NEW!!</b> Door armrest trim with welded embossing: available in grey or black	enquire
S1 & S2	<b>NEW!!</b> Brass window channel: un-chromed, correct length, ends are correctly angled and radiused. Holes required to fix to mounting plates, no trimming required	£70 each
S1 & S2	<b>NEW!!</b> Metal bases for door glass	All prices plus post & packaging
S1 & S2	<b>NEW!!</b> Lock plate near side (Left) nos (would need re-chroming)	
S1 & S2	<b>NEW!!</b> Mild steel U section, fixes to brass window channel at front and to window channel at rear - pair	£30 each
S1 & S2	<b>NEW!!</b> Grommet, rear strut access: Grey	enquire