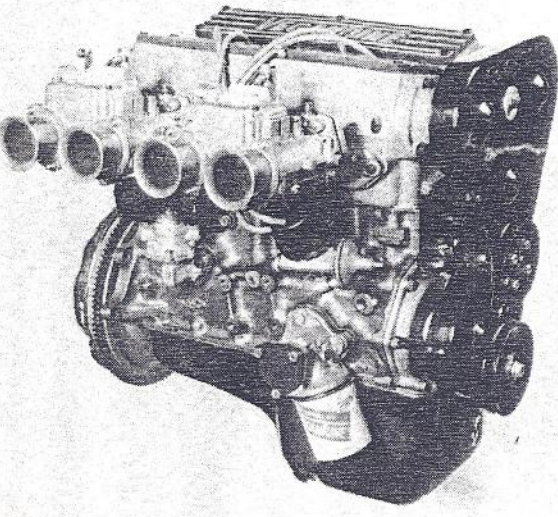
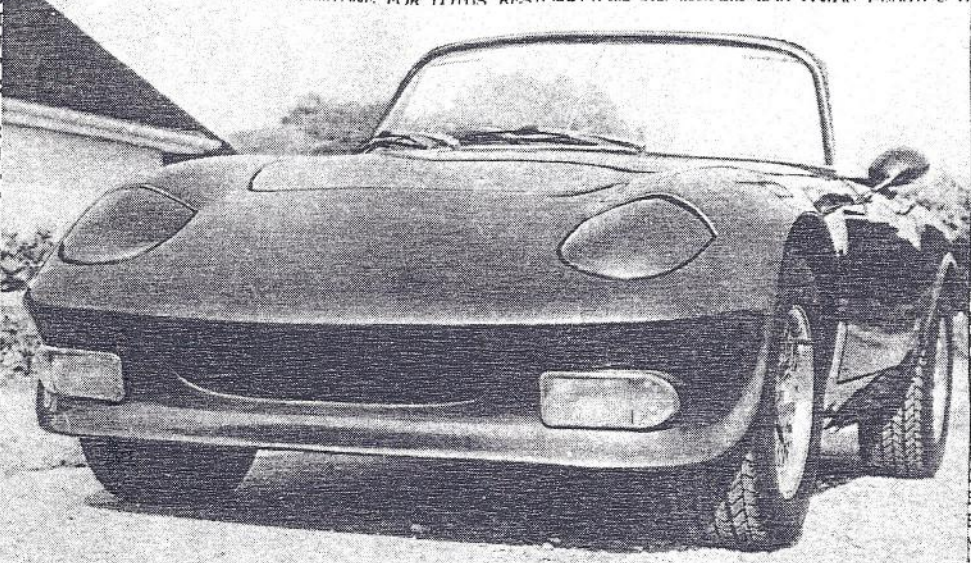


VEGANTUNE



BRIDGE BANK
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VEGANTUNE

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V.A.T. No. 121 6156 08

The Restored Elan by Vegantune

Restored Elans are produced using the customers own car or we can purchase a car on the market and restore it to his requirements converting from right to left hand drive if required. When cars are purchased on behalf of customers they are charged out at cost plus inspection and collection charges. Should overseas customers prefer to send their cars to us we can arrange collection from and delivery to the docks.

The Restoration

Firstly the car is completely stripped, the components being put into the appropriate department for their specialist attention. We begin with a new chassis frame which is delivered to us unpainted at our request, the chassis is then checked with jigs (we have found that 90% of all chassis from various sources are inaccurate) and any corrections required are then carried out.

The suspension both front and rear are now assembled to the frame and carefully checked and adjusted for bump steering, castor, camber and tracking, this is most important particularly on the rear suspension.

The chassis is now disassembled for painting or zinc metal spraying to customers instructions, all assemblies having been fully remanufactured with new components are now fitted.

The engine and transmission having been returned fully remanufactured from the power train shop, the state of tune, type of gearbox, final drive and drive shafts being to customers choice.

Wheels are shot blasted and stoved, replaced by new ones or alternatively alloy wheels fitted.

The rolling chassis is now complete and has been built to a much higher standard than the original unit produced by Lotus.

The bodyshell has been stripped of all its paint and the gel coat removed from all areas showing damage, delamination or gel coat crazing, all these areas are repaired and given a new gel coat, the whole body is then given a new thin coat of gel sprayed on similarly to paint, this is then block flattened prior to painting, all the very flexible areas which generally show stress and flex crazing are reinforced with extra layers of fibre glass on the inside. The engine bay is thoroughly degreased and finished in black. The shell is now ready for fitting to the chassis.

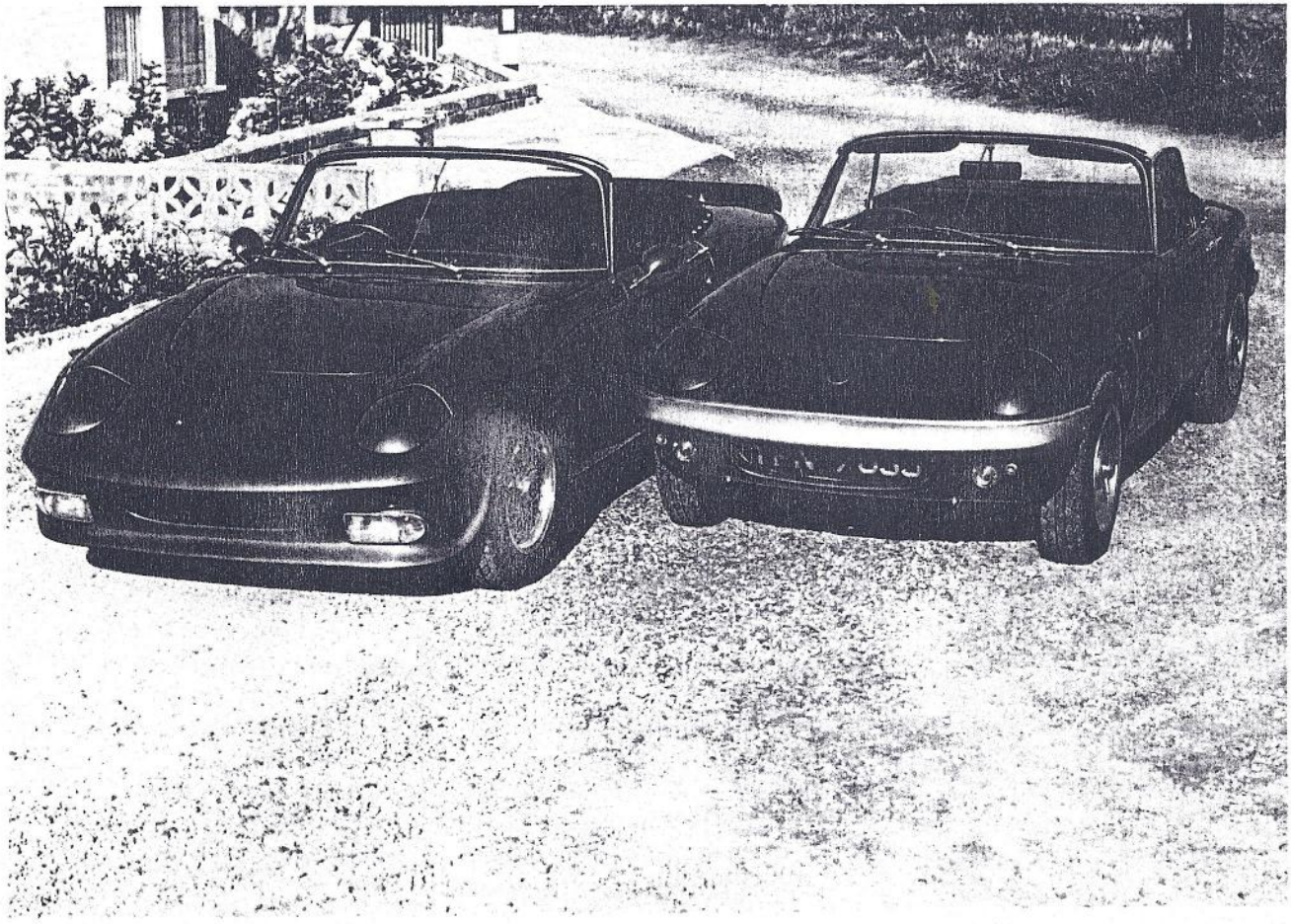
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The body shell and chassis are carefully fitted together and all electrical components checked prior to painting. The shell is now painted to the customer's choice, 2 pack paints are used and a final 3 coats of 2 pack clear lacquer to give the finish a real deep gloss.

All new electrical components are now fitted together with a new wiring loom, various small detailed improvements are carried out to avoid those frustrating Elan electrical problems, new instruments are used throughout.

The dashboard is refinished to customer's choice. The seats, trim and carpets are all replaced, colour and material are chosen by the customer to compliment the finish of the car, the boot area is also fully trimmed and carpeted. Soft tops, tonneau covers etc. can be manufactured in various materials again chosen by the customer.

The finished car is a considerable improvement on the original product, as every aspect of the car has been hand built and carefully checked to a very high standard of mechanical efficiency and detail finish.



FULLY RESTORED ELAN TO
EVANTE SPECIFICATION

FULLY RESTORED ELAN
TO STANDARD SPECIFICATION

RESTORED ELAN OPTIONS

Engines	Consult engine and engine options list.	
Chassis	Galvanised chassis (Lotus type)	£80
	Tubular steel semi-space frame chassis - much stiffer than original.	£130
Suspension	Nickel plated tube steel front and rear suspension arms.	£174 -
	Long nickel plated tube steel front and rear suspension arms - used in conjunction with alloy wheels with 24% increased inset, small diameter rear springs with adjustable platforms, Evante style body and modified chassis. This modification considerably improves the handling of the Elan.	£208
	Small diameter rear springs with <u>adjustable platforms</u> - gives greater wheel clearance when larger tyres are used, also allows accurate setting of wheel weights when used in conjunction with adjustable front spring platforms.	£120 -
Transmission	ZF five speed gearbox with alloy bell housing.	£1485 -
	Constant velocity drive shafts - used in conjunction with modified Koni shockabsorbers, special inboard and outboard drive shafts.	£280 -
Final Drive Ratio	Alternative final drive ratios.	£155
	Limited slip differential.	POA -
	Conversion to bolt on wheel hubs - highly recommended.	£260
Cooling	3 Row core radiator.	£97
	3 Row radiator with remote header tank and expansion tank.	£250
Body	Wide Evante style body - generally accepted as a considerable improvement in appearance and an aid to improve stability.	£1480
	Vented bonnet.	£70
	Boot lid with spoiler.	£100

The above are the fitted prices on restored Elans.

ENGINE OPTIONS FOR YOUR RESTORED ELAN

	<u>£</u>
New Dellorto carburettors 40 %	120.00
45 %	139.00
48 %	159.00
New Weber carburettors 40 %	.
45 %	.
48 %	.
Baffled Sump and modified pick up.	69.20
Increased capacity baffled sump and pick up.	120.80
Tuftriding crankshaft and con rods.	135.00
Electronic competition ignition.	43.00
Electronic competition rev limiter.	64.00
Pancake type air filters (washable).	12.23
Competition heavy duty clutch.	POA -
Competition clutch friction plate.	POA -
Filler cap with breather outlet, includes modifications to cam cover.	28.00
Dry sump and pump	198.00 -
3 row core radiator	POA
Remote header water tank and pipes	POA
Modified 3 row radiator for above	POA
Alternator kit with brackets and instructions	94.40
Filter king fuel pressure regulator and filter	18.00
Fuel inlet to carburettors harness (Aeroquip)	35.00
Competition rod bolts	98.00
Oil cooler kits with fittings	POA
Thermostatic oil cooler control	POA
Large bore exhaust manifolds (Elan and +2)	141.00 +
Steel cam followers	12.00 - ea
Forged pistons	298.00 - set
Steel crankshafts, std counter weights	340.00
Steel crankshafts, racing double counter weights	510.00 -
Steel racing con rods and bolts	380.00 -
Gudgeon pin end bungs (converts pin to fully floating)	90.00 -
Steel 'V' belt pulley	20.00 -
Chain tensioner bush conversion to needle roller	24.00
Electronic fuel pump including fitting	45.50
Pre engaged starter motor and ring gear	POA -
Steel flywheel	POA
Twin throttle linkage	28.50
Oil sump pre heater (for very cold climate)	POA
Heavy duty competition bearings	24.50 -
High pressure oil pump	12.00

Above are the fitted prices on restored Elans

Special Parts List

Galvanised Lotus chassis.	£320.00
Tubular steel semi space frame chassis to accept the longer suspension arms.	£550.00
Steering rack to fit above.	£ 94.00
Wheels with special inset 14" x 6J bolt on - used with longer suspension arms.	£ 59.00 ea
Spax adjustable shockabsorbers with adjustable platforms.	£ 49.00 ea
Front adjustable shockabsorbers with adjustable spring platforms.	£105.00 ea
Double adjustable (bump and rebound) front shockabsorbers with adjustable platforms.	£187.00 ea
Longer suspension arms full set front and rear.	£240.00
Limited droop adjustable rear shock absorber inserts.	£ 58.00 ea
Modified rear suspension legs with adjustable spring platforms.	£140.00 exchange
Constant velocity drive shafts inboard drive shafts and outboard drive shafts.	£540.00
4 Stud wheel hubs front.	£110.00
4 Stud wheel hubs rear.	£160.00
Springs to fit modified suspension legs.	£ 18.00 ea