

## Rebuilding an alternate Lucas SLC2 switch

Faced with the fact I may never find an original switch in working order and wishing to proceed I have adapted a "switch casing" to an indicator switch.

What I had was a steering wheel centre from the late Dave Hardwick, plus a Lucas SLC case casting also from Dave. Neither are what I would call great castings, porous and overall very poor for the price and purpose. The heel centre lettering is hardly readable and, in my case, the two halves of the SLC casing did not match. However, putting all this aside, I went forward.

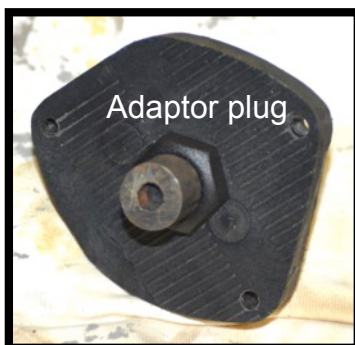
I also had an indicator switch with a handle that was held on by a small screw, this could easily be removed leaving a hexangle shaft and a thread shaft.

Having cleaned up and polished as appropriate all parts I found a piece a rubber / plastic that could be used to represent the original Bakelite centre section of the casing. This was cut to shape and matched as best as possible to the two casing halves. Holes were drilled including the centre hole for the steering column inner column to enter the brass casting.



In the "Bakelite" piece I then used a woodworking hole drill to drill a recess for the indicator switch casing. See photos – this depends on the indicator fitting you are using.

Sounds complicated, but nor really.



I then fashioned an adaptor plug to match the indicator arm and to receive the inner steering column. The inner steering column I made from 6mm stainless steel rod (I just happened to have a section). I heated and shaped one end to fit the adaptor plug.

At the steering wheel boss end this stainless steel inner shaft matches to the “indicator” arm provided by David Hardwick.

The pieces were then all painted ready for assembly. The top of the bottom of the SLC casing was originally “Bakelite” so this piece was painted with Mission Brown and then dusted with Black. This gives a pseudo Bakelite look. Finally, 2 or 3 coats of clear to protect the finish.



The stainless steel inner shaft was the given two copper sleeves (top and bottom) to ensure a neat fit inside the original inner column and easy movement of the indicator switch.



aluminium disk was attached to the underside to act as an upper stop for the stainless steel shaft.

The steering wheel boss was cleaned up and given the same paint treatment. An



The horn button will be fixed with some epoxy ie not working. My horn button will be on the dash with high/low light switch.

I have yet to work out how to achieve the white lettering. I tried several ways but all failed. The printing in the casting is very poor quality and while I did ask a jeweller to try and improve, the result was marginal.

Final, in car assembly is still some time away but on the bench it works perfectly