

Healey

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Dear Mr PRIVATE

Special Sprites Chassis No. HAN9-R-238 and HAN9-R-250.

Thank you for your letter and photos.

The information that you supplied as useful.
I think that R 85 on the gearbox could indicate that these boxes have a .85 to 1 fifth gear ratio fitted. We did have a different ratio in some boxes but from memory .85 was the last and best ratio. There would have been a good reason to show the ratio on the outside of the box. There may be a point or centre pop mark in front of the 85 which you could have missed.

I have written to various organisations to try and get independent verification of the 68 Le Mans cars numbers and am still awaiting a reply from Le Mans.

If you have the Le Mans engine with its original pistons, the pistons will have a small die stamp on the crowns. This is a Diamond with RAC inside it. You need to remove the cylinder head to examine the piston crowns/tops. I have traced a stamping off an old engine plate which gives an idea of the size you are looking for. The piston crowns would normally be stamped lightly so as not to cause the piston to crack later.

If the starter motor and dynamo are original I would expect to find that it had been stamped with something like ACO or painted with a colour paint marking. Lucas used to date stamp electrical equipment with the month and year of manufacture.

Thank you for the rubbings. I WOULD LIKE YOU TO VERY CLOSELY inspect XSP30623. IS POSSIBLE TO MISREAD THIS AS XSP3063-13. WHY I ASK THIS IS THAT SOMEONE HAS A PAPER FROM RAC THAT GIVES THE ENGINE NO AS XSP3063-13 FOR THE 1968 LE MANS CAR. It is quite possible that the RAC made a mistake when they read the number. I think you must examine the top of the cylinder block face to see if there is a number stamped on it. It may be necessary to remove the head to find this.

Sorry to be so longwinded but I want to be absolutely certain with identifying your car. I am almost certain that it must have been the Le Mans car of 1968.

Kind regards


Geoff Healey