

Healey

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Private  
Texas 77571  
U. S. A.

26 March 1991

Dear

PRIVATE

Special Sprites Chassis No. HAN9-R-238 and HAN9-R-239.

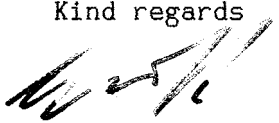
Thank you for your letter of 16 March. I remember the two cars which were the last two Sprites we built at Warwick in the Experimental Workshop. After this the body buck used to produce the panels was destroyed.

The engines and equipment sound to be correct. It would help if you could supply the engine and gearbox numbers for the two cars. If you examine engine plate, starter motor and generator on 238 you may find that these have been stamped by either the RAC or some other authority. If you find any stamp marks I would like to know what they are, photographs. I would also like photographs of the cars. Photographs of the filler caps for petrol, oil and water would help. Are there any holes in the rear body panel of 238, this is important as it could give a guide as to whether a spoiler was fitted to the car. Do you have any history of ownership of these cars in the U.S.A. or the original owners details?

238. There is a certain amount of doubt as to which is the 1968 Le Mans Sprite as apart from you there were two other people claiming to own the Le Mans car. If the engine is the original Le Mans engine, each piston crown will have an RAC stamp on the crown, which can be seen if the head is removed. It will take time to verify 238, but 237 is a very distinct one off and much simpler to verify.

I will have to write various authorities for information though details on vehicles over twenty years old often have been destroyed. I am coming to the Texas Healey Round Up and look forward to meeting you and discussing these cars. Margot and I are staying with Scotty from 11 to 22 April. I was very sad that we were unable to run 239 in the Targa Florio as we were convinced that it would have done very well.

Kind regards

  
Geoff Healey

By air mail  
Par avion

M

PRIVATE

RD

MORGAN'S BENT

TEXAS



U. S. A



A  
HUNDRE  
YEARS  
HEAD