

TEL.
BUDDINGTON 248
01083

FINESH. COTTAG
BUDDINGTON
STAMFORD
LINGS.
PE9. 30G.

Dear MF WAYNE

'Austin Healey 1000 GT' RTL304.

How nice to hear that my old charger still exists and has obviously found a good home! I last heard of her in Wolverhampton in I think 1969 or 70, I tried to buy her back but wasn't successful. I was her second owner, I built her from a standard car into the lightweight which I presume you have today. 10 $\frac{1}{2}$ cwt was the fighting weight; often had trouble with the scrutineers because of this, usually loading her up with tool boxes etc before the weigh-in, removing them before racing of course! Competed in over 300 events 1961-1964. Held every 1000cc lap record at one time or another, but never won anything major, driver always suffered from Brain Fade sometime during the proceedings!

As far as I know was used as a road car after I sold her to Delta Garage, Leighton Buzzard in 1964. I do know that they removed the ex works formula junior eng. before selling on.

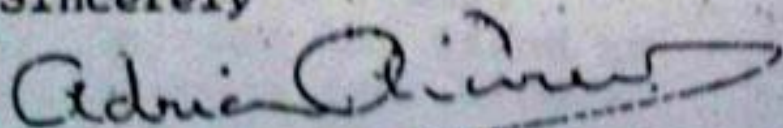
International circuits: Nurburgring, Enna, Zolder, Zeltweg, Monthlery, Monza, Sebring, Norisring, Little Rock, Zandvoort, Le Mans, Targa Florio; and there must be others, I will search my attic, I must still have the programmes etc., will take a little time.

--time,
but I am sure you will bear with me;
several moves over the past years have
mixed things up somewhat.

The alloy body by the way was built by
Peels of Kingston, to my design which
was later modified by Delta Garage into
the WSM GT with curved sides and an
increase in frontal area of about 10%!
They always wondered why they couldn't
keep up! We used to knock spots off the
works Elites! That's why they built the
Elan! One other car was built with 'my'
bodywork, that of Eduardo Ribeiro; his
with Williams & Pritchard 'Sebring' grp
bonnet; mine with a lightweight 'Ashley'
we originally had a Costin bonnet but
being aluminium they didn't take too well
to pushing slower cars round corners!
May well be able to come up with a number
of the original invoices etc; if so you
will be welcome to them. Always used Lo, a
FJ (front engined) gearboxes, wonder what
in there now? Still has its chromed Roll
Bar and suspension? Oh yes competed in
the 1963 Tour de France; fell off the road
during third day, 2nd in class at time to
Dan Margulies in Richard Stanton's Sebring

Please write back and tell me what she is
nowadays; meantime I set to and see what
I can remember and what papers I can find.

Sincerely



H.R.A. Andrew

27/11/75

AL
INSTON 848

FINESHADE COTTAGE
DUDDINGTON
STAMFORD
Lincs.

Dear Mr Warne

Thank you for the Photographs, she looks
 marvellous despite being painted in the
 colours of the enemy! Emphatically NOT
 a "Genuine" 'Sebring' they were the Opp-
 -osition! Although for homologation reasons
I always entered Internationally as a
Sebring. It used to have an aluminium cut-
 out plaque just below the rear window which
 proclaimed 'AUSTIN HEALEY 1000 GT' in script.
 This and the original bonnet were there when
 the car was in Wolverhampton as previously
 mentioned. Never had exterior mirrors; just
 the standard Sprite one mounted on top of
 the scuttle. Side windows are non original;
 were just a plain perspex sheet with 4" hole
 on driver's side only. Exhaust exited under
 passenger door; inch and seven eights pipe,
 "silenced" via TR3 expansion box rigidly
 mounted to floor. Front subframe liberally
 vented with 1" lightening holes almost
 certainly replaced as they did not stand up
 to much ill treatment! Drilled rear window
 and shield over look original. Please forgive
 disjointed letter; but am copying thoughts as
 they arise. 2½" hole in the roof? NEVER!
 What was it for? White mice? Think the nasty
 bonnet in the picture is a 'PEMA' made by
 Peasmarsh Plastics somewhere in Sussex, but ?
 may be wrong. I used an 'Ashley' by Ashley
 Laminates, Harlow, Essex. Very similar to the
 Sebring but lighter and the headlights further
 back. Rear axle had Panhard rod and extra
 filling bung on top; to facilitate refilling
 with oil when changing axle ratio; your traction
 problems almost certainly stem from the std.
 rear springs which you have fitted and does it

Letter in photo same?
if present now

FINESHADE COTTAGE
 DUDDINGTON
 STAMFORD
 LINCS.

TEL.
 DUDDINGTON 248

Lucas

Does it---

still have its Panhard Rod? Remove the three shortest leaves from the rear springs and fit an aluminium or wood block UNDER the spring: between the spring and mounting plate on the body (same thickness as the leaves removed used Armstrong Adjustable lever type dampers front & rear. Tyres were Dunlop R5 green spot 5.00 or 5.25 x13 front and 5.25 or 5.50x13 rear 4" 72 spoke Borrani alloy rims front and 4½" 5" rear. Paint was overall white (Vauxhall Po with 9" wide (diverging outwards towards front encompassing grille and indicator lights) in Ford Goodwood Green. Side lights were in head lamp unit (Mini). No. plate light not original used side light from Elite (Lucas part). Retain original Instrument panel (covered red 1/clot. 0-10,000 rpm/chronometric tach; Std. speedo.; Oil press/water temp, oil temp, ammeter and fuel gauges. Starter modded. to push button & solen. Fuel pump (2) isolator switches (2) Std. light switch and two switches to black out Brake and rear lights (for rallying) Oil cooler (ex Le Mans works MGA Twin Cam) mounted in front of radiator which was alloy replica of Std. unit (cost £130) Still fitted? All bolts used were either drilled right through or of aircraft alloy, nuts were invariably aircraft light alloy self locking. Windscreen from Chas H Pugh Ltd., Chalk Farm (known to them as 'Sprinzel Special Mk.2) 4" filler cap from V W Derrington, Kingston. Alec and Fred at Peels were not the finest craftsmen but by far the cheapest at that time! Rear brakes were from A40 Farina (front 2½") with 'Alfin' discs (ex Works Turner) front discs from Lockheed Co. dept. with alloy calipers from F1 BRM. Dural front and rear and half shafts machined from special forgings by Regent Axle Co. (£35 each) but they didn't break!

2-4-1

3

Diff was usually ZF but sometimes locked solid; very exciting! but tremendous traction in the wet! Seats from Fibrepair, Lancaster Mews, upholsterd in black Bedford Cord; very comfortable Knock-Off nuts were alloy ex Works Elite. Once timed at Monza; 131 mph; 5.50 rears, 3.9:1 ratio (Riley 1.5) and a good deal of help from a GTO! Broke all three engines at Le Mans... Healey Motor Co wouldn't lend us one of their spares as we (Chris Irwin & I) were nearly 20 secs faster than their car (Baker & Hopkirk..I think)! So spent the next few days enjoying the birds and booze (much better fun!) before selling most of our remaining spare parts to some German Sprite enthusiasts and returning home to make ready for the next round. I always wished that I had kept that car instead of chasing rainbows in FJ. All my engines were finished in 'Crackle Black' enamel with all removeable steel parts; ie: front and back plates, brackets etc chrome plated; except one engine which had alloy plates; this alone saved 16 lbs !. Dry sump tank in passenger footwell & oil filter on right side front splashguard; presume you now have a wet sump engine? Always used a standard steering wheel for long distance events; weighted rim not transmitting so much feedback to ones arms; a "normal" woodrim for short events (saved about 7 lbs). Would love to see her again will fly to Redhill or Gatwick; which is nearer? can you give me a 'phone number so that I may contact you one fair day? Will write again when I find something or remember more. Keep in touch.

Sincerely

Adrian Andrew

04/12/75

*S. If you can this way in the near future...
please...
office tel nos: STAIRS 720249 or 720206.*