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Long Ditton

Surbiton

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Thank you for your letter, I am pleased the photos arrived safely. I have spoken to Graham Rood regarding the Roots garage photo, and hope he will respond shortly.

With regard to the Fraser cars I will describe them as accurately as possible, and together with the enclosed photos should give you the true condition.

The Monster

- 1) Engine 289 with 4 48 IDA Webbers on a Cobra manifold . Fly cut pistons, good heads nicely ported and balanced. Special exhaust system. No radiator or oil cooler.
- 2) Running gear Le Mans peg drive hubs and spinners, large alli calipers, finned back axle, 4 trailing links , 2 spare rear peg drive hubs.
- 3) Interior Original seats, special dash , instruments, and roll cage as per 1966. Right hand drive of course.
- 4) Bodywork Ali boot, bonnet and doors as original. Only damage to front wing as you can see, fortunetly not too serious. The large wheel arches are not very substantial and will be easily removed. The original arches are underneath.

The wheels are Compomotive split rims, as new, with the peg drive fittings and knock ons bolted into the center.

The bodywork of course has no rust problems having been in Teneriffe since 1966.

The rear wings have at some time been replaced by fiberglass items, these are the only fiberglass items on the car. I must admit they are very good I was not aware of them until I examined the wings from the inside.

Looking forward to hearing from you

Regards



The Ilford 500 Car

1) Engine 260 in pieces. Has hypo crank and rods, flycut pistons baffled sump, #43 Cobra inlet manifold. No carb, radiator, or oil cooler, nicely ported heads.

2) Running gear 4 wheel disc brakes, 4 trailing arms, 5 new 7 inch 8 spoke chrome wheels and newly fitted Semperet tyres.

3) Interior All original seats, dash, instruments etc full roll cage. Left hand drive as in the 500 race. Later in 1966 it was converted to right hand drive. It was obviously converted back to L.H.D. in Teneriffe.

4) Bodywork As you can see the wheel arches have been modified within reason this time. All steel bodywork as per the rules for the 1966 Ilford 500 race, again in good condition, no problems with rust.

The car is at present being fitted with the original bonnet with correct hinges. It is also being fitted with new (original factory items) radiator ~~bodywork~~ intake pieces top and bottom.

Both cars are of course very sound having been in Teneriffe since the end of 1966.

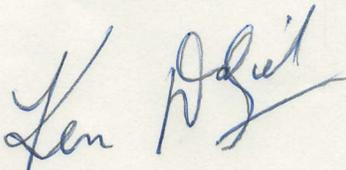
I must admit I am very much in two minds whether to sell both cars, if I were not under such pressure business wise I do not think I would entertain it. However if you do decide to purchase the cars everything I have regarding Tigers would have to go.

The overall price ie, both cars all the spares and the 289 engine would be \$20000. This would include the cost of the bodywork being carried out at the moment on the Ilford 500 car, as already described, delivering both cars to the docks and crating all the spares.

As I have mentioned before I am very much in two minds with regard to these cars, but since I am having to go abroad on business probably towards the end of April for the foreseeable future, I feel I have too many cars in the process of restoration to cope with at this time.

Looking forward to hearing from you

Regards



Spare Parts List

New Parts

- 2 Hardtop perspex rear quarter lights
- 1 Chrome gearstick ring
- 1 Rubber gearstick ring
- 1 Ameter
- 1 Set brake pads
- 1 Set pedal rubbers
- 1 Set headlamp stone guards
- 2 Petrol filler caps
- 2 Sets chrome headlamp rims
- 1 Set headlamp rubber rings
- 1 Set front sidelights
- 1 289 steel crank
- 1 Set S.P.S. rod bolts
- 1 Front wing
- 4 Headlamps with "Le Mans" motive moulded into the glass
- 1 High speed waterpump 2 Front suspension ^{REBUILD} kits. 1 original oil cooler.

Secondhand Parts

- 2 Bellhousings one 6 bolt one 5 bolt
- 13 Hypo rods
- 1 Mk II grill
- 1 Set flycut pistons
- 1 Set popup Venola pistons
- 2 289 crankshaft dampers
- 1 Set headers
- 2 Propshafts
- 2 Cranks
- 2 289 heads modified for big valves (no valves)
- 1 260 head
- 1 Inlet manifold
- 2 Cams
- 3 Gearboxes one T10

Spare Parts List

G.T. 40 289 engine, completely rebuilt with big valve heads pop up pistons Hypo rods. Run only once or twice since rebuild. The person who owned the engine was transferred abroad at short notice. I was extremely lucky to acquire this engine at what I considered a reasonable price, but what is more important knowing its history.

2 spare rear peg drive hubs and spinners, large all calipers, 2 spare front axle links, 2 spare rear peg drive hubs.

2 spare original seats, special dash, instruments, and roll cage. 2 spare front axle drive of course.

At least, bonnet and doors as original. Only damage to front wheel arches, fortunately not too serious. The large wheel arches are not too substantial and will be easily removed. The original arches are

The wheels are Composite split rim, as new, with the peg drive fittings and knock ons bolted into the center.

The bodywork of course has no rust problems having been in Tenerife since 1966.

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