

SPRIDGET NEWS

THE WORLDS ONLY RACING MIDGET & SPRITE NEWSPAPER

Est. 2023

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Price 6d

Ladies & Gentlemen Start your Engines !

The Sprite and Midget challenge kicks off at Donington Park Circuit on the 23/24 March, a circuit which has a rich motorsport history dating back to 1931. Originally constructed as a motorcycle racing circuit, it later evolved to accommodate car racing as well.

During World War II, the circuit was transformed into a military vehicle depot, and the track fell into disrepair. It was only in the 1970s that it was restored and reopened for motorsport events.

However enough of the history we look forward to another great year of Spridget racing taking in the circuit at Angelsey for 2024 as a first.

Hugh Simpson will wear the 1 as last year's overall champion with other class D regulars Ian Wright, Dean Stanton, Nick Rose and Amelia Storer looking to challenge Hugh for class honours.

However, the big news for race developments in class D over the winter is Bruce Burrowes



has after advice from Adrian Newey removed his windscreen ! Spectators watch out for this missile to scream to a podium at a circuit near you this season.

Class E action will again prove to be spicy this season between Pippa Cow and James Hughes with the latter purchasing a beautiful Lenham over the winter period.

In the Historic Class H can anyone catch Mark Turner ? I would give evens on Kim Dear ripping it up during the season.

Finally let's have some A's back in the fray ! Please Class A's make you check your mirrors every couple of seconds. Bring it on !!!

Lackford Midget and Sprite Challenge 2024 Calendar

2024 Calendar



Lackford Engineering Midget & Sprite Challenge

February 20th	Donington Park (National) - Unsilenced Track Day
March 12th	Snetterton (300) - Test Day
March 23rd/24th	Donington Park (National)
April 27th	Oulton Park (International)
June 1st	Silverstone (National)
July 20th/21st	Anglesey (Coastal)
August 25th/26th	Brands Hatch (Indy) - 'Brands Britannia'
September 28th/29th	Snetterton (300)



Why not consider entering...?

Adams & Page Swinging Sixties: June 23rd - Thruxton Historic

JMC Racing Special Saloons & Modsports: July 27th/28th - Oulton Gold Cup



*Provisional V1 22/11/23

= Live streamed

Ernie Foster

South African Ernie Foster came for a holiday to England in the 1960s and never returned home. Between 1968 and 1978 he amassed over 120 trophies for races, auto tests, sprints and hill climbs all driving one of his many MG Midgets.

He was well known for towing his race car on a trailer by another Midget ! Further at MGCC he would race the road going Midget in the road going event.

His record for a days motorsport was four races in two different cars.

I think the nearest competitor we have is James Hughes. James get rid of the Ford Ranger and buy a midget to tow the Sprite and the Lenham !

Thanks to Jon Baggot for the information.

"I'd never get anywhere without 30 pints of my usual!"

In each Grand Prix race, 30 pints of Texaco Havoline Motor Oil take a hammering from James Hunt. Why not call at your local Texaco service station and try a pint yourself? You'll find it takes some beating.



Chat GPT Super Circuit

I do not know how many of you have used Chat GPT, however I have found it is quite a powerful AI tool even though it does have its faults. So as an experiment I prompted ChatGPT to create one circuit taking the best sections of each circuit on this year's calendar for the Lackford Spridget Challenge.

ChatGPT's response is as follows:

Designing a composite racetrack from the best sections of various UK circuits, tailored for a Spridget with 135 BHP and a top speed of 117 mph, is an intriguing idea. The Spridget's strengths in cornering would be best showcased by incorporating turns and sections that emphasize technical driving over long straights. Here's a suggestion for such a track:

Donington National's Craner Curves: This section is iconic for its flowing, high-speed bends. It would be a great start to the track, challenging the driver's skill in maintaining speed through fast corners.

Oulton Park International's Cascades: A fast left-hander that leads onto a straight, providing a balance between speed and technical skill.

Silverstone National's Luffield Complex: This complex consists of a series of corners that require precise throttle control and steering, perfect for a nimble car like the Spridget.

Anglesey Coastal's Corkscrew: A challenging section with elevation changes, it resembles the famous Corkscrew at Laguna Seca and would test the car's handling capabilities.

Brands Hatch Indy's Paddock Hill Bend: A steep downhill right-hander, known for its difficulty and the skill required to navigate it effectively.

Snetterton 300's Bomb Hole and Coram: These sections combine a fast corner with a long, sweeping turn, allowing a car like the Spridget to use its cornering ability to its fullest.

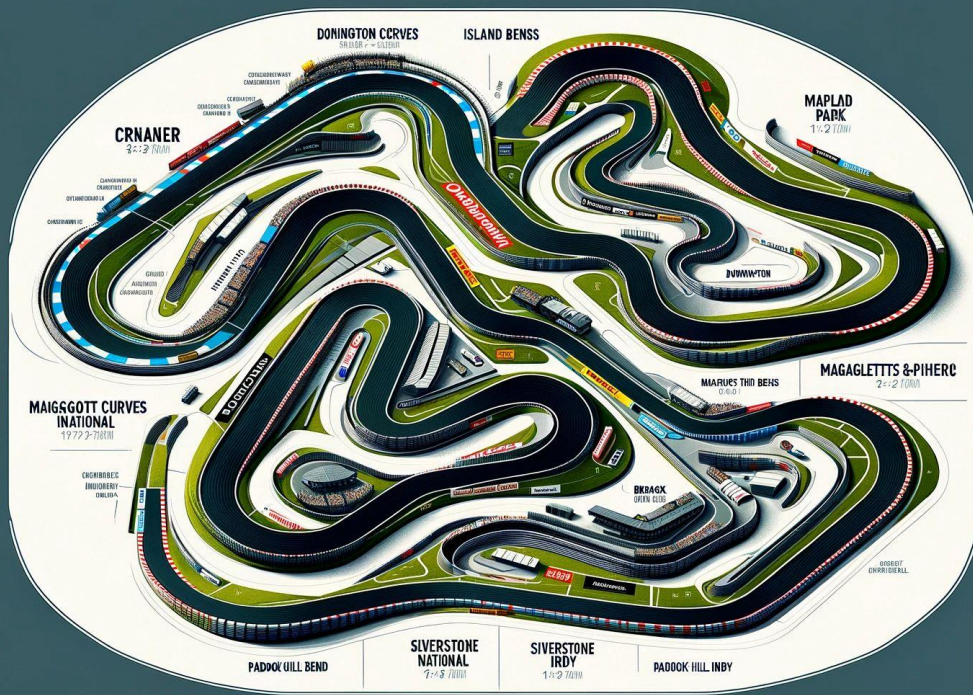
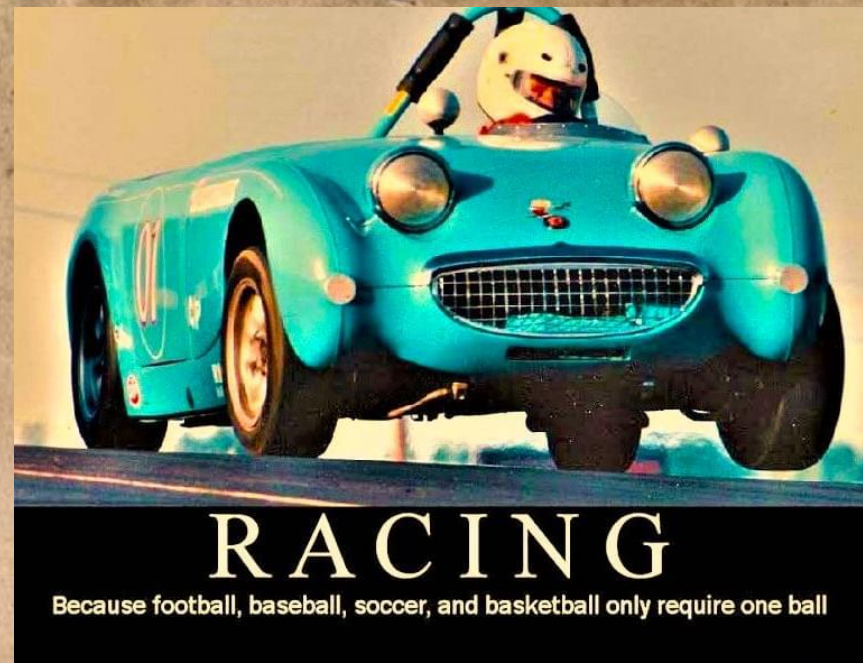


This track would begin with the high-speed Craner Curves, transition into technical sections like Luffield and the Corkscrew, and end with the challenging combination of the Bomb Hole and Coram. It would be a circuit that rewards precision, handling, and driver skill, perfectly suiting the characteristics of the Spridget.

The most significant elevation change might be in the Paddock Hill Bend (Brands Hatch Indy) and Corkscrew (Anglesey Coastal) sections.

Real-world elevation changes in these sections can be around 30-40 meters.

I thought that was pretty good until I asked it to create a circuit plan of the imaginary track it had created. ChatGPT is handy tool but its not going to be preparing your Race Car anytime soon



Parkers Corner



As the rain relentlessly comes down and Race Retro is washed away, the first race of the season at Donnington is only a few weeks away. I hope most of the cars are nearly ready for our first meeting with the Classic Sports Car Club. The CSCC is the third club I have worked with since I have been doing this job. My report back to you all is so far so good nothing. They are great to work with and nothing is too much trouble when you speak to them.

The Championship has been running since 1977 so 47 years and it was won Class A S. Everitt and Class C L.Quinn (Larry)

We must thank Robin Lackford for renewing his sponsorship for the coming season, from memory I think this will be the fourteenth year and this year Robin now has a parts shop having just taken over Sussex Classic Spares. So Robin we wish you good luck with this new venture and lets see if we can support him when we need spares.

So, look forward to seeing you all again old and new at Donington. There were 42 registered when I had the last list sent to me , which comes every Friday

Mike

Just for Fun

*Free the
Slave Cylinders!*



Inside Abingdon July 1961

Mk.II Austin Healey Sprites (HAN6 models) during the early stages of assembly.

The bodyshells on the higher, trim deck, level are lowered down onto the assembly line, where engine/gearbox, rear axle and front suspension await fitment.



California 'special' 1958 Austin Healey Sprite

This car is a uniquely modified 1958 Austin Healey Sprite built for racing with a custom body and Italian drivetrain.

Referred to as the Canlas Special, the Sprite was owned by a "a gentleman racer from San Francisco" named Ambrosio Canlas who built the car in the 1960s for competition at such historic tracks as Sears Point and Cotati Raceway.

The car was raced for a number of years until its last recorded race in 1968, after which it disappeared. The abandoned race car was rediscovered parked in a trailer in Redwood City, California, by the current owner who had it restored starting in 2014.

The Sprite is all-steel, including the streamlined tilt-up front end that replaces the original "bugeye" design, which tilted forward.

Ambrosio Canlas was the original builder of the car and affectionately put the 'CANLAS' badges on the sides of the hood.

Under that bonnet, there is another unique feature lurking. Instead of the A Series engine that normally would be there, this Sprite is equipped with a gorgeous early iron-block 2-liter motor from a 1959 Alfa Romeo 2000 Touring Spider, which produces 115 BHP with dual Weber 40DCOE Carburetors.

Also fitted with an Alfa Romeo 2000 driveline, this car really pushes out some power while staying nimble on the turns and straightaways. The original builder also installed a modified MGA rear end to compensate for the added power.

This little red sports car looks really special with its attractive front end, cut-down racing windshield and roll bar. A very sharp-looking race car.



Arkley

The Arkley was based on Sprites or Midgets which were rebodied with Arkley fibreglass panels. Some were converted in the workshop, while most were sold as kits.

Only around 1,000 of these Barnet-made sports cars were produced in the 1970s and 1980s at John Britten Garages, in Barnet Road, Arkley.

John Britten, who died in 2009, established his garage in Barnet Road in 1963 with franchises for MG, Morgan and TVR and he launched the Arkley in 1970 with kits sold worldwide.

Peter May, who was one of the employees at the garage and who left in 1979 to form his own business, subsequently bought the rights to the Arkley car.

During his early racing career Peter drove a number of different Midgets and Sprites including the Team Arkley Motorsport car. The lightweight modified Arkley bodied Midget was very competitive with its highly tuned A Series engine and 7" slick tyres. Here are a few pictures of Peter driving car in its various forms.



En Route to Sebring



Shipped via Southampton for Sebring
in 1960 possibly a Turner at the front

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