

SPRIDGET NEWS

THE WORLDS ONLY RACING MIDGET & SPRITE NEWSPAPER

Est. 2023

Tuesday, April 23rd, 2024

Price 6d

Donington Kicks off the Season!

Race 1

Cold winter weather and giant hailstones welcomed the Lackford Spridget Challenge to the first meet of the season with Race 1 and a rolling start for the grid.

Excitement was just literally round the corner with Dean Stanton spinning on cold tyres into Redgate. The grid was tightly packed which meant Andrew Caldwell had nowhere to go other than straight into Stanton's beautiful red Sebring Sprite. Further drama ensued in the same lap when Ian Wright's gold Midget gave up the ghost and former overall champion Pippa Cow's Sprite going onto 3 cylinders with a suspected fault with a cam follower.

William Fraser's car would not run properly and had to retire. However, there was entertainment to be had with the four cars battling in Class D. The cars of Bruce Burrowes, Amelia Storer, Nick Rose and Jason Meredith all swapping places lap after lap. Jason Meredith was the eventual winner of this battle finishing third in class D.



Burrowes retired to the pits after what he described as an alarmingly unhealthy noise coming from the engine.

James Hughes sped away into the distance not to be seen again until by the rest of the pack until chequered flag! Behind James Ian Burgin brought his in to second with Hugh Simpson (current overall champion) driving a composed race to finish third overall and win Class D. Dean Stanton drove a herculean race after his spin on lap one to bring the car home to second in Class D.

Race 2

With a slightly depleted grid the second race started with a rolling start in windy conditions but sunny overhead

Photographs courtesy of Dickon Sidall

Race 2 continued

John Hughes after having endless electrical problems in the previous race with his Sprite borrowed his son James's beautifully elegant Lenham which had to start from last place due the change of car.

As the pack got away John Hughes carved his way methodically through the field to finish fifth whilst his son Jams Hughes put another stellar drive in to bring his Sprite to first place with a 41 second gap to second place John Faux with Hugh Simpson another 10 seconds back to take third. The Midget of Andrew Caldwell (repaired with duct tape and zip ties) returned after the previous days accident and enjoyed a great race long battle with Mark Turner in his Sebring Sprite.

Driver of the Meeting was awarded to an ecstatic John Hughes who explained the only way he could fit into the Lenham's seat was to take his boxers off. He said "not only does give a massive weight saving casting off your dad's pants but you can feel every wiggle and squirm of the cars back end. It's a revelation I feel liberated".

We will report after the Oulton Park meeting whether other drivers have decided to use this tactic !

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

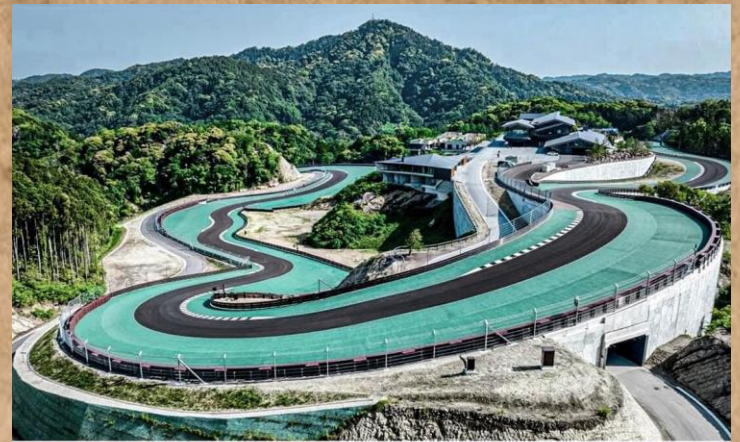


Your own private circuit

This private club racetrack just outside of Tokyo in Japan was commissioned by a billionaire and designed by F1's Tilke Engineers and looks like something out of a video game

Carved into a mountainside, the 2.17-mile circuit boasts 22 corners an 800-meter straight and offers breathtaking views of Mount Fuji. Members can enjoy an indoor pit lane, infinity pool and even karaoke

Membership of this elite club starts at a cool £180k!



THE NEW
MG MIDGET

Safety Fast!



Starts ahead
THE CAR THAT

William Fraser																					0	
Ian Wright																						0
Edward Easton																						0
Connor Kay																						0
Bruce Burrowes																						0
																						0
																						0
																						0
CLASS E																						
James Hughes	10	1	7	1																		19
John Hughes																						0
Jake Wootton																						0
Paul Campfield																						0
Andrew McGee																						0
Pippa Cow																						0
																						0
CLASS H																						
Mark Turner	9	1	9	1																		20
Gary Bickerton	7		7																			14
Mike Henney																						0
Mark Cloutman																						0
Stephen Cooper																						0
Andy Booth																						0
John Collinson																						0

1.6.1 Points will be awarded to Competitors listed as classified finishers in each class within the Final Results as follows:

Points per Round/Class - If 3 starters or more: - 1st 10 points, 2nd 8 points, 3rd 7 points, 4th 6 points, 5th 5 points, 6th 4 points, 7th 3 points, 8th 2 points, 9th 1 point

If 2 starters 1st 9 points, 2nd 7 points.

If 1 starter 1st 7 points.

1 point will be awarded to the driver(s) setting the fastest lap in each class. If more than one driver sets the same fastest lap then each shall receive the additional point irrespective of classification in the results. Competitors in the Invitation Class will not score points and for the purposes of points scoring will be ignored.

Parkers Corner



Apologies for not being present at Donington as I unfortunately came down with a bad case of flu. After lots of pills I am pleased to say I am back on top form and looking forward to seeing you all at Oulton Park.

The feedback from our first meeting with the CSCC is very encouraging. Our race was covered on You Tube via the CSCC live stream which I enjoyed watching at home whilst poorly.

The introduction of the new C Class which enables an overflow of Spridgets from the Swinging 60s certainly helps to swell our numbers and at the time of going to press we have 24 cars entered for the Oulton Park round at the end of April.

We need more of you Modsport A Class cars out so dust them off and get entered for Silverstone which you will be racing for the Ted Reeves trophy. Late April in Cheshire should make for more clement weather to go racing in.

See you soon

Mike

Spridget Challenge Coordinator

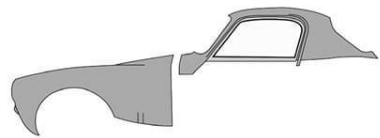
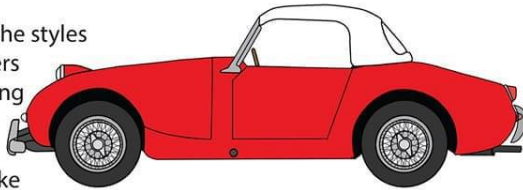
Just for Fun



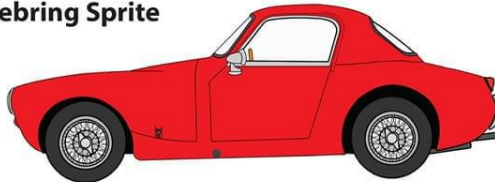
A Guide to Sprite Variations

Austin Healey Sprite (1958-1961)

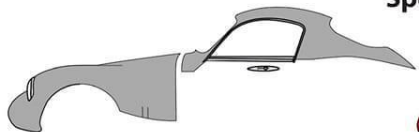
The Sprite was the starting point for all the styles of modifications done in the 60's by racers needing better performance by improving drag coefficients. These samples show the variety of modifications done to Sprites. Later, Mk II's were used to look like Mk I's, to get the same result. More Sprites today are being turned into replicas. The following cars show the different styles.



Sebring Sprite



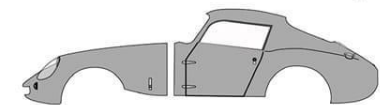
This body was made by Williams and Pritchard to be used for racing under the Healey name. At this time there are over 107 replicas made. (Total originals made 6)



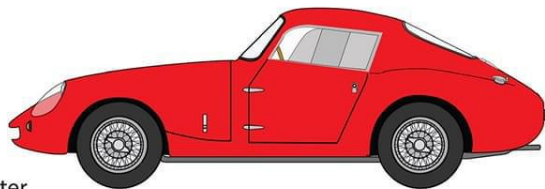
Speedwell Sprite GT



Speedwell's first 5 cars were done by Williams and Pritchard. A company that did much of the body test to find and decrease air resistance. The remaining cars were made by Classic Motor Crafts (CMC). (Total originals made 20-25)



WSM [Wilson-Spratt McManus]

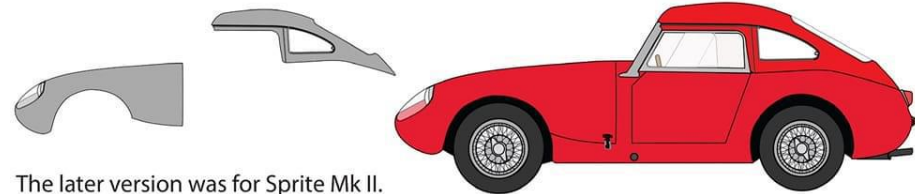


This car was made from 1962 to 1965 and was made of Aluminum. Later a mould was cast from one of the original cars (in @1963) to make bodies of fiberglass and was called the 301 series. Then following the 1963 cast, another 10 cars are being made by order and were called 400 series (4 done and 6 more to go). (Total originals made 12)

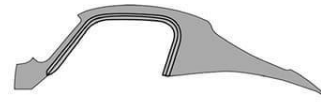


Ashley Sprite GT

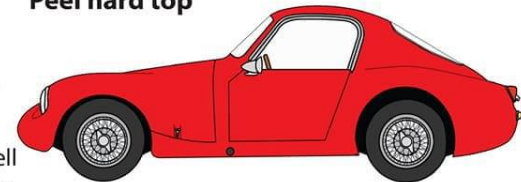
Two versions of Ashley were made. The early version is for the Sprite Mk 1. Word is that the Ashley bonnets were flimsy for racing, as a result it's not easy to find an original Ashley bonnet in ether version. Both samples are variants of the original Ashley bonnets.



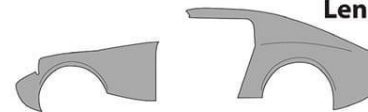
The later version was for Sprite Mk II. The sample here, shows a Williams and Pritchard (Siverstone) bonnet mounted on a Mk 1.



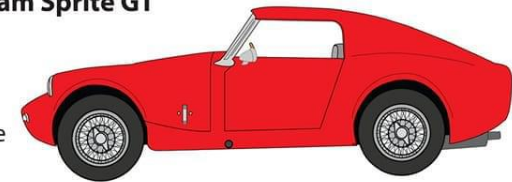
Peel hard top



This company developed the GT top only. It looked much like the Speedwell top but went further to the back of the body and bent smoothly with the body of the Sprite. It also has a larger rear screen. (Total number unknown)

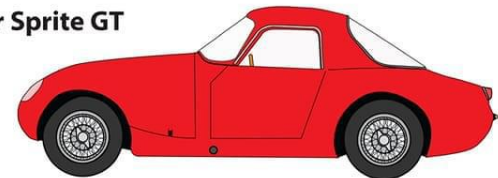


Lenham Sprite GT



Began in 1962 two versions were made of fiberglass. (Total number unknown)

Alexander Sprite GT



One in existence today. (Total made 2)

Robin Lackford & Jackie Stewarts 1964 F3 Car

We are all extremely grateful to our major sponsor Robin Lackford for his continued sponsorship of our race series.

However here is a man that is a dark horse.

At the Goodwood Members Meeting last weekend who should be there looking after Jackie Stewarts 1964 Cooper F3 car but Robin and his son Nigel.

The car was displayed at the start of the Derek Bell Cup. Robin recommissioned the car for the Cooper family a few years ago.

Robin relayed the story of the car, Jackie Stewart was seen as an upcoming talent in 1964 when he was invited by Ken Tyrell to test the Cooper T72 at Goodwood.

John Cooper and Ken Tyrell stood and watched with stopwatches in hand.

Within a couple laps Jackie had already broken the lap record at which point John Cooper quips to Ken Tyrell "sign him he's quick!"

Well the rest is history however before going on to three F1 world Championships with Tyrell he cleaned up on the F3 circuit that same year becoming overall champion in the UK and Europe!

Moments after relaying this story who should rock up and shake Robin's hand but Ken Tyrell's son!

All in the same year the famous Tyrell Wooden Shed where he built his F1 cars has been relocated to Goodwood for prosperity.



Spridget at the front again !



ROBIN LACKFORD MOTOR ENGINEERS



ENGINE MODIFICATIONS

FULL WORKSHOP FACILITIES FOR ALL AGES OF MG

CLASSIC AND SPORTS CAR SPECIALISTS

We cover all MGs and Classic Sports Cars
& Historic Race Cars

SERVICING • REPAIRS

FULL IN-HOUSE RESTORATION
AND FABRICATION INCLUDING:

PAINTBOOTH WITH LOWBAKE OVEN

IN-HOUSE TRIM SHOP

RACE DAY & TRACK DAY PREPARATION

& CIRCUIT SUPPORT

FULL MECHANICAL WORKSHOPS

Sponsors for
Lackford Engineering
Midget and Sprite
Challenge 2022

Lackford Engineering
Historic Formula Ford
2000 Championship
2022



We are the only MG O/C 5 Spanner/Star restorers in East and West Sussex

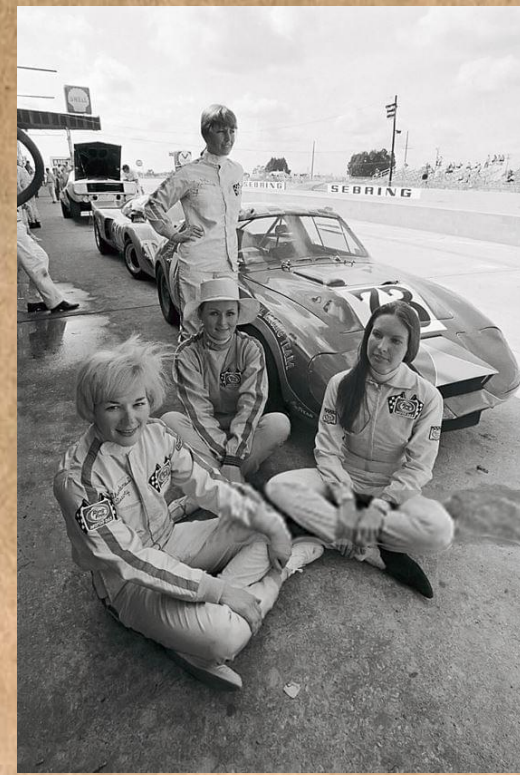
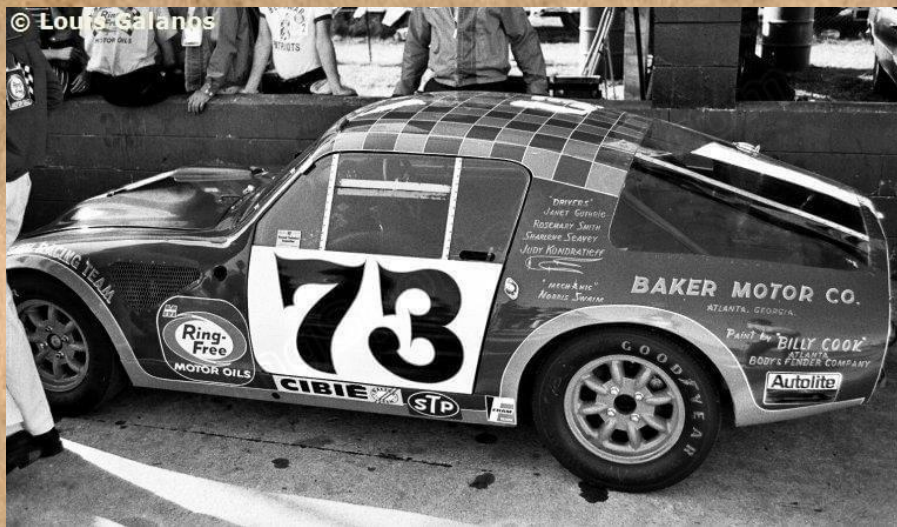


UNITS 1-7, FOWLERS BUSINESS CENTRE,
HENFIELD ROAD COWFOLD, SUSSEX. RH13 8BS
Telephone **01403 864600** Mobile: **07836 720507**

www.robinlackford.co.uk

Ladies at Sebring

The Ring Free Oil Racing Team powered their 1969 Austin Healey Factory Prototype Sprite to a come from behind victory at the 1970 12 Hours of Sebring. Pictured left to right, team drivers Judy Kondratieff, Janet Guthrie, Sharlene Seavey and Rosemary Smith started 50th, finished 19th overall, and claimed a historic 1st place class win.



SEBRING 'SEVENTY



The Macmillan Ring Free Oil All-Girl Racing Team, show winners in the Sebring 12-hour Race with a prototype Austin Healey Sprite. Left to right: Judy Kondratieff, Janet Guthrie, Sharlene Seavey, Rosemary Smith. Above: Brian Leavelle with pilot driver Rosemary Smith with the colorful Sprite.

Rosemary Smith, British Leyland's attractive blonde youth rally driver, took a break from rallying before the London-Mexico Rally to compete in the Sebring 12-hour Endurance Race at Sebring, Florida, with the Macmillan Ring Free Oil All-Girl Racing Team's prototype Austin Healey Sprite, and helped take the car to a class win in the under 2-litre prototype category. The race was won by the 5-litre Ferrari 512S of Mario Andretti/Rizgizao Gunti/Nino Vaccarella.

Rosemary was one of the original members of the team when it was formed five years ago. Since then the team has competed in eight international endurance races, never failing to finish a race, and holds the unofficial world's women's endurance race record.

Sharing the Sprite with Rosemary was team captain Janet Guthrie, a physicist and rocket motors engineer from Long Island, New York, red-headed Judy Kondratieff, the US West Coast's leading woman sports car driver, from Lafayette, California, and reserve driver Sharlene Seavey, from Homer, New York.

The special-bodied Sprite was prepared by Baker Motors, of Atlanta, New Jersey.



Engine Porn

We all love our A Series engine which have stood the test of time and exceeds anything it was originally expected to be designed for.

However other manufacturers have also produced outstanding small capacity engines. In our new regular feature "Engine Porn" we look at other engines.

In this edition it is the Citroen 2cv 602cc engine.

OK people this one is a bit "out there" but stick with me and I'll explain. I once drove one flat out for 75 miles and it loved it, because they make very little power Citroen designed them to be reliable at maximum rpm.

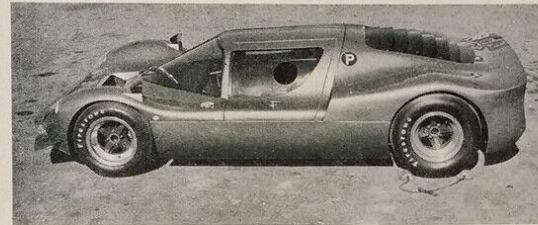
The standard engine has:

1. One piece con rods
2. Pressed together steel crankshaft
3. Gear driven camshaft
4. Aluminium push rods with steel tips
5. No head gaskets
6. Large oil sump capacity

Citroen developed the 2cv before WW2 but hid all the prototypes away in the rooves of chateaus so that the Germans never found them.



LENHAM MOTOR COMPANY



Lenham Motor Company, manufacture the Lenham GT car raced by the Lenham-Hurst Racing Organisation and driven by Ray Calcutt

Series production version available January 1970.

Lenham Motor Company also manufacture the best range of Hardtops, Fastbacks, Bonnets and Body Conversions for your sports car . . . send for illustrated brochure giving year and model of your car.



New MG-B/MG-C factory GT style detachable hardtop, £82



Le Mans Coupe Sprite/Midget fastback conversion, £140, streamlined bonnet, £45



New Sprite/Midget "volante" open fastback body conversion, £75

Lenham Motor Company offer a complete service for the motoring enthusiast from race preparation to vintage restoration, and in addition buy and sell all manner of interesting cars. Contact David Miall-Smith or Julian Booty at

Lenham Motor Company, Harrietsham, Nr. Maidstone, Kent

Telephone: Harrietsham 570 (24 hour service)

Never before has a car radio done this!



Philips Cassette Car Radio plays your choice of music too!

It's a quality car radio. And a cassette-player too. In one simple unit the size of a car radio alone. First of its kind in the world. A great idea!

You can select stations on long and medium waves. Hear them loud and clear. Or insert a Musicassette and hear your choice of music. Anytime. Anywhere.

Musicassettes are quality recordings on tapes sealed in slim cassettes. No scratches, no dust. Music can't be erased.

Hundreds of titles available, from pop to classics. And there's a special Philips Musicassette Car Collection available if you purchase a Cassette Car Radio.

Ask your dealer to demonstrate Philips RN 582. Yours for **38 gns** (recommended price) suitable for 12-volt negative to earth only.

Please send me details of Philips Cassette Car Radio.

NAME _____

ADDRESS _____

PHILIPS

CENTURY HOUSE, SHAFTESBURY AVE., LONDON W.C.2.



AS 13

POST TODAY
for brochure and
details of special
offer

FREE - a Jim Russell racing scholarship with every new Lotus 61 Formula Ford



We are pleased to offer a £100 Racing Driver's Scholarship with every new Lotus 61 'Wedge' Formula Ford sold during July and August. This scholarship will consist of the following:—

1. Hotel accommodation, fifteen minutes drive from the circuit.
2. Running-In laps on the circuit.
3. Lectures on racing theory, cornering, tactics, etc.
4. Medium speed laps under supervision.
5. Visit to Lotus and lectures on care, maintenance and setting up of the Lotus 61.
6. High Speed laps under supervision.

7. Revision and personal coaching.
8. School race.
9. Assistance with race entries and advice, sponsorship, support, etc.
10. Final setting up of the car by qualified mechanics.

This comprehensive offer, open to anyone with a driving licence, could enable you to enter racing equipped with the skill and machinery to succeed. The number of scholarships is limited so write now for further details to *Jim Russell, Racing Sales, Snetterton Circuit, Norwich NOR 10X.*