

SPRIDGET NEWS

THE WORLDS ONLY RACING MIDGET & SPRITE NEWSPAPER

Est. 2023

Tuesday, May 21st, 2024

Price 6d

Oulton Action in Cheshire by Dickon Sidall

Midget & Sprite Challenge Qualifying:

A healthy field of 24 Midgets & Sprites, which included several new drivers to the championship, were on track for the first qualifying session of the day.

James Hughes topped the times, but a snapped crank prevented his participation in the races. Martin Morris brought out his Midget 1460, the first Class, A car to compete this year; and was second quickest with Ian Burgin (Class C Sprite 1360) third.

Race 1: Morris was unchallenged during his lights to flag victory. Burgin crossed the line in P2 but a 10 second penalty for a false start dropped him to P4 in the results behind the Class D 1360s of Hugh Simpson and Dean Stanton.

Harry Rice must have been pleased with his first outing with the championship. After qualifying third in class, he brought his Midget 1380 home in P7, second in class.



Another newcomer, Richard Bastow, was looking forward to competing in his Speedwell Sprite 1293 and was running in P11 when he retired with a broken radius arm.

Race 2

The second outing of the day gave Morris another lights to flag victory. A penalty free Burgin kept his P2 finish, and Dominic Mooney brought his Ashley GT 1293 home in P3.

Rice collected more points for another second in class finish. Reigning champion,

Photographs courtesy of Dickon Sidall

Race 2 continued

Hugh Simpson, retired on lap 6 with overheating problems just before the red flag brought the race to a premature end following an incident at Druids involving Andrew Caldwell (Midget 1380) who bounced off the armco and then collected the Class C Sprite of Chris Winchester.

Thankfully both drivers were un-injured, but the cars were left looking very second-hand.

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

Roll cage bender

Time to for me start bending some roll cage tubing for my #27 1968 Midget with my Patent Pending mandrel tube bender.



Engine tuning pre-laptop days.

LAST 3 DAYS

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Parkers Corner



After watching Donington on the live stream from home where it was a lot warmer, I was told it was very cold !

I was glad to get back to the meeting at Oulton Park, which is my first meeting with CSCC. I was met by David and Jo who gave my new club clothing for the season. I asked David where to I could watch our race from, and he advised me to watch it from Race Control. He said, "you can see everything that goes on".

Well, he was not wrong. You see the track limits detectors working as well as all the action. I am sad to say in the first race there was a two-car crash and with one car spinning off both drivers in the crash got away okay, but one of the cars did not. However, they hope to be back soon.

The second race was sadly red flagged near the end as one car hit the barriers at speed then bounced back across the track to collect a following car. It was a big crash, but it is a testament to the safety gear with both drivers getting away with minor injury but unfortunately not the cars. It was impressive how quickly the Clerk of the Course stopped the race and got the emergency services into action.

So on to Silverstone on 1st June were at the time of write we are looking at a good turnout and might top over 30 cars!

See you there!

Mike

Just for Fun



FARMERS & MERCHANTS LIFE INSURANCE COMPANY

CHICAGO, ILL.

April 1st 1897.

Mr Rufus Stebbins,
Maple City. Ind,
Dear Sir,

Word has reached our office that you have purchased a "Horseless Carriage" we hereby notify you that your life insurance policy has been cancelled, as this company regards such a contrivance as dangerous and unsafe and will not be responsible for the loss of life, or limb.

Very Truly Yours.

J. Adams.
President.

Rallying Spridgets

1965 number plate - MG Midget - Hopkirk - Hedges.

Absolute spectacle. Short side exhaust with "up" end.

Horizontal steel tube frame - like a bumper - but functional for the use of the tilting jack for quick lifting operations in the pits....

Lights for night use to illuminate the numbering caps for races even at night ...

What to say

108. Douglas Wilson-Spratt/Alan Piggott
Austin-Healey Sprite Mk1, GT1150 in the 1962
Coupe Des Alpes. The car retired from the rally



22^e COUPE DES ALPES 1961

Famous Spridget Race Drivers

Sprites and Midgets have long been the foundation of motor racing around the world. Delightfully simple, affordable and potent on track, they were raced by keen amateurs and professionals alike, including Stirling Moss, Steve McQueen, Briggs Cunningham and Graham Hill.

The list is seemingly endless. Often found nipping at the heels of larger capacity rivals, there were a plethora of factory and independent tuning upgrades available ensuring the models relevance in motorsport for decades to come.

International events were entered throughout the 1960s and surprisingly good results were achieved, including a 12th-place finish at Le Mans in 1965.

The works cars began with use of a commercially available fibreglass-bodied Sprite (with a Falcon body) before utilising lightweight body panels of standard appearance. By the mid-60s, use was made of the wind-tunnel at Longbridge. Barry Bilbie (the chassis designer) utilised the results to produce a streamlined body, built in Birmabright alloy at Healey's Warwick workshops by Bill Buckingham and Terry Westwood. These cars were powered by BMC's Courthouse Green's tuned engines and eventually produced a reliable 110 bhp, which enabled a top speed of around 150 mph on the Mulsanne Straight. One-off gearboxes were also made at Courthouse Green, with MGB gearboxes modified with an externally mounted 5th gear and overdrive in some cases. BMC works entries recorded class wins at Sebring with drivers including Stirling Moss, Bruce McLaren and Steve McQueen, as well as competing in the Targa Florio and Mugello sports car race



Spridget back in period !



How many switches do you need on your dash ?



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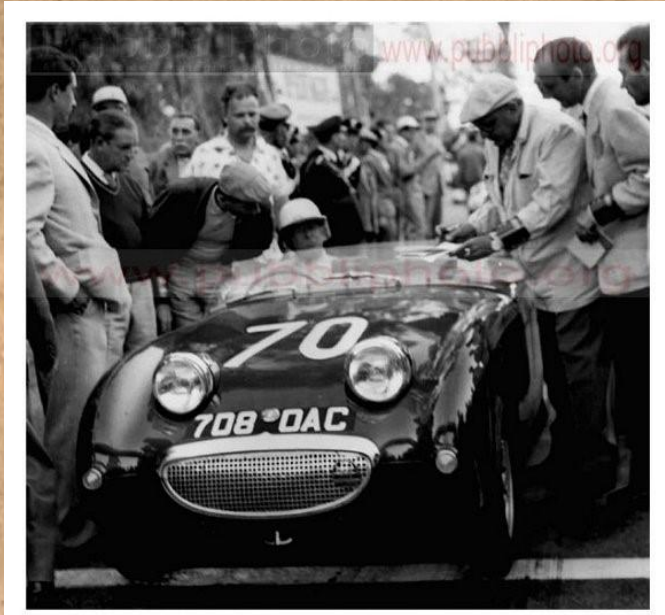


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Targa Floria

The Austin-Healey Sprite of Tommy Wisdom (GB)/Bernard Cahier (F) in the 1959 Targa Floria finished 18th overall



Engine Porn

While its not your typical engine porn I think it's still pretty special.

A Friend and a mate built this mini and took it from New Zealand to Bonneville and set some land speed records a few years back.

Around 350hp on meth still running the Mini A Series engine block bored slightly to 998cc and fitted with a twin cam BMW K1200 head. Fastest it went was 166mph !





We're suckers for Ronnie

We have been since 1969 when Ronnie Peterson was driving Formula 3 in Sweden – and now everyone is familiar with the famous blue helmet symbolising Vicks Sponsorship.

Ronnie Peterson is the greatest, and with his record of success on the track he deserves all the attention he can get.

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the world's largest selling lozenges, we know the feeling of well earned success

So here's wishing our Ronnie all the very best for a great "Vick-tory" today and many more in the 1974 season – and we all know what that means.

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Sheer logic

Seven solid reasons why you can afford a car after all

1 Rising petrol costs: *no problem.*

The Reliant 3-wheeler gives up to 60 m.p.g. or even more, with top speed over 70. Yet there's plenty of room for 4 people and a large boot for their luggage.

2 £25 licence: *no problem.*

To license the Regal costs only £10 a year.

3 HP deposit: *no problem.*

Reliant HP deposit is *pounds* less than for 4-wheel cars. Supervan is free of Purchase Tax too – and down payment could be 25% or less.

4 Rust: *no problem.*

Reliant body and doors are made, not of metal, but of tough, reinforced glass fibre. This is why you never see a rusty-bodied Reliant: why Reliants need no garage. Glass fibre *cannot rust, ever.*

5 Maintenance, repairs: *no problem.*

The engine block is all-aluminium like a Rolls-Royce's; it can hand-somely outlast a cast-iron engine. And the body, being glass fibre, minimises the effect of any accident, so repairs are cheaper.

The Regal, weighing under 8 cwt., is also very easy on tyres. Average life is *forty thousand* miles. Only three tyres to replace anyway!

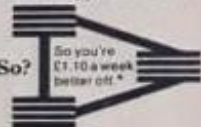
6 Replacing your car: *no problem.*

All cars depreciate but Reliants depreciate less than other cars. This means they command a good re-sale price when you buy your next Reliant.

7 Insurance costs up: *no problem.*

You can insure the Regal for as little as £10 a year, depending on circumstances and type of cover.

No 4th wheel. So?



Now is the time to take action

Send this coupon to Tony Brown,

Reliant Motor Company, Tamworth, Staffs.

- Please send me information about the Reliant Regal four-wheeler saloon. List price from £112.5.1. See p. 102.
- Please arrange a road test.
- Please send me information about the 3 cwt. Reliant Supervan III. List price from £27.10.0. See p. 102.
- Please arrange a road test.

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Address _____

RELIANT REGAL

sheer logic

* Compared with running a small four-wheeled car.