

UGLY DUCKLING

Le Mans Sprite
The Donald Healey Motor Co. produced a special Austin Healey Sprite for Le Mans. This consisted of normal Sprite components fitted with an alloy body to the new F.I.A. regulations, then the car was modified to the same stage available for a normal Sprite. The engine was tuned to give over 70 mph and disc brakes were fitted together with a close-ratio gearbox, wire wheels, stiffer suspension — in fact, the lot! The effort was worth while, for the Sprite ran away from the D.B.'s, Fiat-Abartis and Oscars to win the under 1,000 cc. class at Le Mans.



Inelegant but effective, alloy-bodied Sprite took first in class at Le Mans, finished 20th overall.

I received an email from Mike "the Sprite" Edworthy. Always on the look out for interesting snippets on Sprite themes, he had struck up a conversation, with his good friend (and Lotus Guru / Author) Michael Oliver, also a resident of Witney, West Oxfordshire. Their conversation drifted onto the subject of the little Falcon Sprite - the "Ugly Duckling", which came good. Ed.

Hi Rod - A possible little magazine article.

Mike Oliver sent me some info on an unusual Sprite at Le-Mans in 1960. I've done a bit of research. The Falcon Sprite was built by Roger Menandue in 1958 for the Nassau race using a kit body on a Sprite chassis. It won its class there!

John Sprinzel and John Lumkin raced it at Sebring in March 1960. During practice Geoff Healey was concerned that Sprinzel was using too many revs and the engine would not last, so they asked Stirling Moss (who was competing in a Maserati) to take it out for a run. After 3 laps he knocked 4 second off Sprinzels time using lower revs!

They went on to finish 41st with a class win after being delayed with a blown head gasket.

Hope this is some use to you.

Cheers

Mike (the Sprite).

Michael Oliver wrote:

Here's a couple of pics of the unusual-looking Sprite I mentioned to you yesterday that raced at Le Mans. Judging by the dates (the news took a while to get to Canada!) the car must have competed in the 1960 Le Mans. The car had a 996cc engine and finished 16th overall and 1st in the up to 1000cc class. Drivers were John Dalton from Derbyshire and an American I am not familiar with, called John Colgate (who seems to have had a background racing Austin-Healeys in SCCA events in the US).

John Dalton was very much a club racer who competed for fun. He was the grandson of the founder of Dalton & Co, a supplier initially of veterinary products to local farmers in the early 1900s who diversified into lubricants, launching the Silkolene brand in 1962 (initially of petroleum jellies but which later was used for the company's lubricants). So he wasn't short of money!

In 1962 he funded the construction of a pair copies of a Lotus 18/21 Formula 1 car for a young up-and-coming New Zealand driver called Tony Shelly and fellow Derbyshire man Tim Parnell and he did actually sub for Parnell in a non-Championship Formula 1 race at Mallory Park that year, when Parnell was unable to drive due to being unwell. Later on, in the 1970s, Dalton also provided the finance for the abortive Amon Formula 1 car, for another better known Kiwi driver, Chris Amon.

Anyway, hope this is of some interest!

All the best

Mike (Oliver)

We are grateful for the two cuttings showing the 1960 Le Mans "Falcon" Sprite, taken from Canadian Track & Traffic Magazine's Sept 1960 and Jan 1961 issues. Ed.



FIRST IN CLASS

Austin-Healey Sprite averages 85.58 mph at 1960 Le Mans

Hard-driven in the famous 24-hour Le Mans classic, this modified Austin-Healey Sprite covered over 2000 miles to win its class against cars costing hundreds more. Performance like this has made the Austin-Healey Sprite one of the world's most popular sports cars. And there's more! At its price it's the world's best sports car value, too! See and drive your new Austin-Healey Sprite today!

Test-Drive the Austin-Healey Sprite for '61
THE **Austin** MOTOR CO. (CANADA) LTD.



LISTE OFFICIELLE DES VOITURES VÉRIFIÉES

NUMERO des voitures	MARQUE de la voiture	CYLINDREE	VOITURE engagée par	PREMIER CONDUCTEUR (Brossard vent)	DEUXIEME CONDUCTEUR (Brossard rouge)	NUMERO des voitures
1	CHEVROLET-CORV	1440 cmc.	B. S. Cunningham	B. S. CUNNINGHAM	W. E. KIMBERLEY	1
2	CHEVROLET-CORV	1440 cmc.	B. S. Cunningham	R. N. THOMPSON	P. N. WINBRIDGE	2
3	CHEVROLET-CORV	1440 cmc.	Camaro U.S.A. RT	F. FITEH	R. E. GIBBSMAN	3
4	CHEVROLET-CORV	1447 cmc.	Teoria Focoso	F. LILLEY	F. GAMBLES	4
5	JAGUAR	2997 cmc.	B. S. Cunningham	R. FLOKHEARY	R. HALPHEID	5
6	JAGUAR	2992 cmc.	B. S. Cunningham	W. R. HANSON	R. S. GUDNEY	6
7	ASTON-MARTIN	2902 cmc.	Borier Bavary	R. SALADONI	J. CLARK	7
8	ASTON-MARTIN	2902 cmc.	M. L. Billie	M. L. BAULIE	J. C. FIDUJAN	8
9	FERRARI	2963 cmc.	Scuderia Ferrari	V.G. VAN TRIPS	PHIL HILL	9
10	FERRARI	2963 cmc.	Scuderia Ferrari	W. WILHEISE	P. GUNDEL	10
11	FERRARI	2968 cmc.	Scuderia Ferrari	P. BARBE	D. GENDREIN	11
12	FERRARI	2968 cmc.	Scuderia Ferrari	G. SCARLETTI	P. BORDUZZI	12
15	FERRARI	2963 cmc.	A. G. Whitehead	A. G. WHITEHEAD	H. C. TAYLOR	15
16	FERRARI	2963 cmc.	F. Dalton	E. SAVANI	P. LOSTEL	16
17	FERRARI	2963 cmc.	N. A. R. T.	B. RODRIGUEZ	A. GONNEL	17
18	FERRARI	2963 cmc.	N. A. R. T.	G. BRISTEY	PAIST	18
19	FERRARI	2963 cmc.	N. A. R. T.	W. STUBBS	L. BANGUI	19
20	FERRARI	2963 cmc.	Equipe nationale belge	J. G. Sears	M. SMILET	20
21	FERRARI	2963 cmc.	Equipe Francomontaise	H. HERD	L. C. GANNON	21
22	FERRARI	2963 cmc.	Equipe Francomontaise	J. HERD	P. BILEY	22
23	AUSTIN-HEALEY	2388 cmc.	J. G. Sears	J. G. SEARS	C. DABHI	23
24	MASERATI	2388 cmc.	Camaro U.S.A. RT	M. GREGORY	P. DABHI	24
25	MASERATI	2388 cmc.	Camaro U.S.A. RT	ROY BRIDGES	M. G. GANNON	25
26	MASERATI	2388 cmc.	Camaro U.S.A. RT	G. SCARLETTI	G. MURPHY	26
28	TRIUMPH	1965 cmc.	Standard Triumph	N. SANDERSON	M. G. ROYSE	28
29	TRIUMPH	1965 cmc.	Standard Triumph	P. R. BOLTON	N. BROADBENT	29
30	R. G. BRISTOL	1965 cmc.	Triumph	A. E. WELBY	G. GARDINER	30
31	LOTUS	1782 cmc.	Team Lotus	R.M. BELLAND	J. SEFF	31
32	LOTUS	1782 cmc.	Equipe nationale belge	E.W.K. LIND	C. G. ASSOT	32
33	PORSCHE	1587 cmc.	Porsche	J. BONNIER	G. HILL	33
34	PORSCHE	1587 cmc.	Porsche	M. THIBODANNT	H. HERMANS	34
35	PORSCHE	1587 cmc.	Porsche	H. LINGE	H. J. WALTER	35
36	PORSCHE	1587 cmc.	J. Kerguen	J. KERGUEN	R. LAZARE	36
38	PORSCHE	1587 cmc.	G. de Beaufort	G. DE BEAUFORT	R. GOSNEN	38
39	PORSCHE	1587 cmc.	Porsche	E. HARTH	W. SEHRL	39
40	ALFA-ROMEO	1245 cmc.	Scuderia Giove	P. DE LEONTEUS	R. GOSNEN	40
41	LOTUS	1245 cmc.	Team Lotus	J. H. WIGSTAFF	W. E. G. ALLEN	41
42	LOTUS	1245 cmc.	Team Lotus	D. S. HUSTON	M. J. PARKES	42
43	LOTUS	1245 cmc.	Team Lotus	S. G. BAULIE	C. LAUREN	43
44	LOTUS	1245 cmc.	D. Mason	D. WILSON	S. ASHROBY	44
45	LOLA	1098 cmc.	Lola Ltd	S. VORLEY	J. S. KIRKALEY	45
46	AUSTIN-HEALEY	996 cmc.	Donald Healey	DALTON	YAN DEK BRUWALDE	46
47	D. B. PANNARD	851 cmc.	D. B.	P. LEONG	H. J. WALTER	47
48	D. B. PANNARD	851 cmc.	D. B.	LAUREAU	ADAMCZYK	48
49	FIAT-ABARTH	847 cmc.	Abarth & Cia	R. MURPHY	G. SALLA	49
50	FIAT-ABARTH	847 cmc.	Abarth & Cia	J. FERET	H. JANUZZI	50
51	D. B. PANNARD	847 cmc.	D. B.	D. B. WIDLES	J. VINTAR	51
52	D. B. PANNARD	847 cmc.	D. B.	R. HATHIDOLEN	R. DE SAINT-AUBIN	52
53	D. B. PANNARD	847 cmc.	D. B.	G. LAROCHE	A. SIBON	53
54	OSCA	746 cmc.	PH. Hugues	J. BENTLEY	S. GORHOV	54
55	STACIPELLINI	651 cmc.	Stacipellini	DELORE	H. E. G.	55
56	D. B. PANNARD	851 cmc.	D. B.	R. HOFFHARDT	J. FAGER	56
57	J. G. BRISTOL	1965 cmc.	J. Hamilton	P. HAMILTON	C. BOWEN	57
59	TRIUMPH	1965 cmc.	Standard Triumph	LES LESTON	R. BELLISAT	59
60	Suppléants :	380 cmc.	Abarth & Cia	J. GUCHET	SPYCHIGER	60
62	LOTUS-ELITE	1245 cmc.	Team Lotus	S. C. S. MARTIN	J. WHITEHORE	62
63	ALFA-ROMEO	1245 cmc.	G. Ubezzi	G. UBEZZI	J. ROMANSKI	63

DEUX ADDITIFS, UN SEUL BUT

ASSURANCE DE LA MÉCANIQUE RÉDUIT LE FROTTEMENT A UN FROLEMENT

Sélection L.P.O. • Bureaux : 34, Bd de l'Yser, PARIS - 17 • GAL 76-13
USINES : 14, Boulevard Maréchal-Foch - EPINAY-SUR-SEINE (Seine)