



- NEW SUSPENSION!
- INCREASE IN POWER AND SMOOTHNESS!
- NEW DE-LUXE COCKPIT!

**The NEW**

*Austin Healey*

**Sprite Mk III**

SPORTS CONVERTIBLE





A tonneau cover, which can be opened half-way, is obtainable at extra cost. This is neatly made to snugly fit round the edge of the cockpit and is completely shower-proof. A rail is provided to support the tonneau so that rainwater will readily drain away.



Although there is a considerable amount of room for personal items of luggage behind the seats, anything of a bulkier nature can be locked away, with the spare wheel, in the trunk.

*style and character*





From the date of its initial introduction, the Austin-Healey Sprite quickly established a reputation as a small-size sports car with a large-size performance.

The Austin-Healey Sprite Mk. III retains all the sterling qualities of its predecessors, yet, with a further increase in power and re-styled interior, it now offers, more than ever, unsurpassed value and performance in its class.

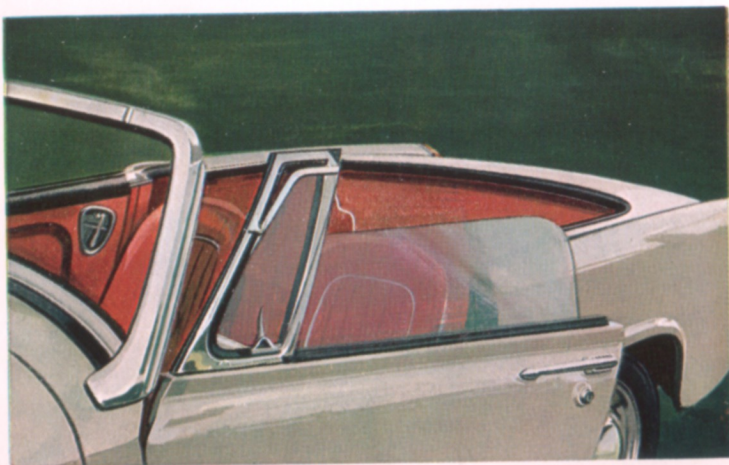
Fully engineered throughout, the latest Sprite is as constructionally safe as modern manufacturing processes can possibly make it. Independent front suspension and disc brakes, hydraulic shock absorbers, rack and pinion steering and an extremely low centre of gravity are features which have been thoroughly proved on road and track with astounding success . . . features that have been built into the Austin-Healey Sprite Mk. III to provide the grip-tight, road-holding quality for which, in the past, it has so affectionately been taken to the hearts of motoring enthusiasts throughout the world.



*all weather comfort*







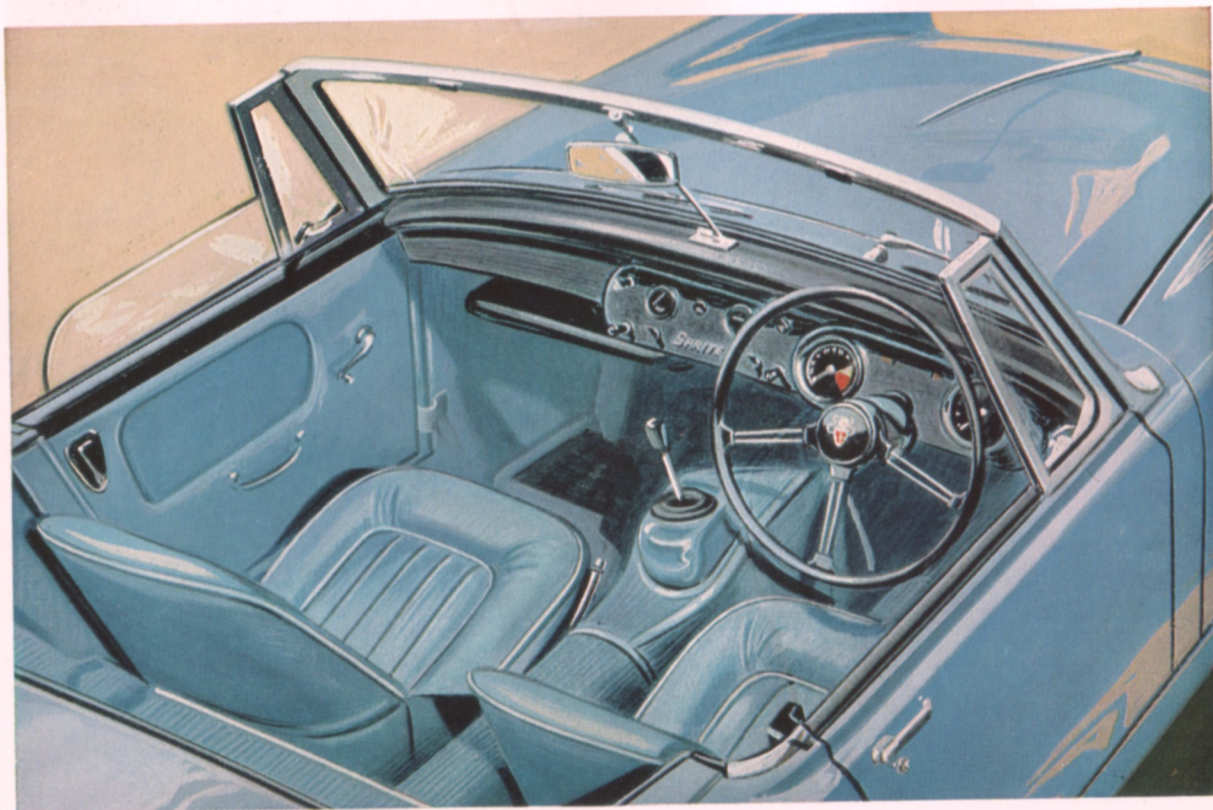
When not in use, the vinyl-treated fabric top and the metal frame can be stowed in their hold-all containers in the trunk. Each door is fitted with wind-down windows and hinged ventilators which can be easily adjusted for satisfactory ventilation of the interior.

Both doors are lockable, being fitted with exterior push-button handles and recessed interior handles.

Completing the interior trim of the Sprite Mk. III is a neatly fitted, hard-wearing rubber-bonded carpet on the floor, while the luggage space behind the seats is similarly covered, matching the general color of the interior.



Both bucket seats are comfortably upholstered, leg reach for the occupants being adjustable by the fitting of metal runners.



The top of the Sprite is designed to fit snugly round the cockpit, so that the wind-down windows can be used to provide the same rainproof advantages and comfort of a sedan.

Interior equipment is extensive. The enthusiast will find all the motoring essentials conveniently near to hand, with the optional choice of such items as heater and radio. An electric tachometer, which includes a warning lamp to show that the generator is not charging, is fitted as standard equipment.

The instruments are grouped in a raised nacelle in front of the driver, and a parcel shelf is situated beneath the passenger's side of the fascia.

High quality vinyl-coated fabric is used for the interior trim. Seats, casings and fascia roll are all covered with this hard-wearing material which, being washable, can be kept spotlessly clean.



A black and white photograph of the rear three-quarter view of an Austin-Healey Sprite Mk. III. The car is dark-colored and parked on a light surface. The background is a blurred landscape with a large, stylized 'DUANE' sign visible in the distance. The car's rear wheel, taillight, and bumper are clearly visible.

# *international winner*

There is much to interest the sports car enthusiast in the Austin-Healey Sprite Mk. III. Behind the wheel is the "feel" and performance of the "big" sports car combined with the satisfying economy and exceptional manoeuvrability of the small car, in which class the Sprite is the undisputed leader.

Its achievements on road and track throughout the world are legend—from the smallest local club event to the biggest international rally it is now accepted fact in competition circles that the Sprite will figure prominently among the finishers.

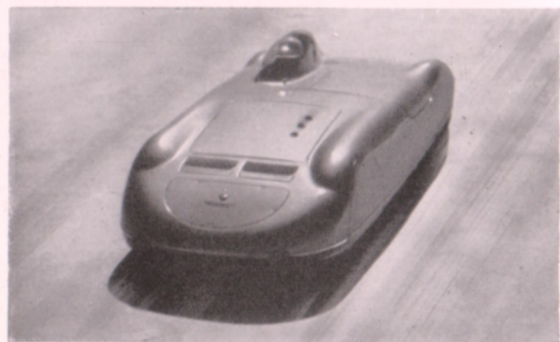
The secret of its amazing success lies partly beneath the bonnet—power in plenty from the twin carburetor B.M.C. "A" type engine—now of 1,098 c.c. capacity and developed to produce more power than ever before! This, coupled with the remotely controlled, close ratio gearbox of the Sprite Mk. III, means more zip, more sparkle, more exhilarating fun from every flashing mile.

Consistent with the standardisation policy of the British Motor Corporation, most of the major mechanical components are also in use in other B.M.C. vehicles, so that to purchase a Sprite is to have already in existence, a ready-made, fully-comprehensive world-wide spares and service organisation!





### ***Record-breaking Austin-Healey***



In September 1959, a specially prepared Sprite with a supercharged engine and streamlined body attacked a series of international speed and endurance records at the Bonneville Salt Flats in Utah, U.S.A. The result was an overwhelming success, with no less than fifty American national records, and fifteen international class G records being established. Culminating in a marathon endurance run of 1,665 miles in twelve hours at an average speed of 138.75 m.p.h., this remarkable car ran faultlessly through-out.

In April 1960, Austin-Healey Sprites distinguished themselves by achieving one of the most sweeping victories ever recorded in a rally by one class. The occasion was the tough circuit of Ireland Rally, in which, apart from being won outright by an Austin-Healey Sprite, Sprites took every place from first to sixth in their class, shared equal third place in the General Classification and won the team prize for production sports cars.

Another resounding success was scored at Le Mans in June 1960, when an Austin-Healey Sprite, driven by John Dalton and John Colgate, won class 6 for cars from 851-1,100 c.c., 245 laps being completed at an average speed of 85.58 m.p.h.

In September, a Sprite gained third place and won its class in the Liege-Rome-Liege Rally, one of only thirteen finishers out of eighty-two starters.

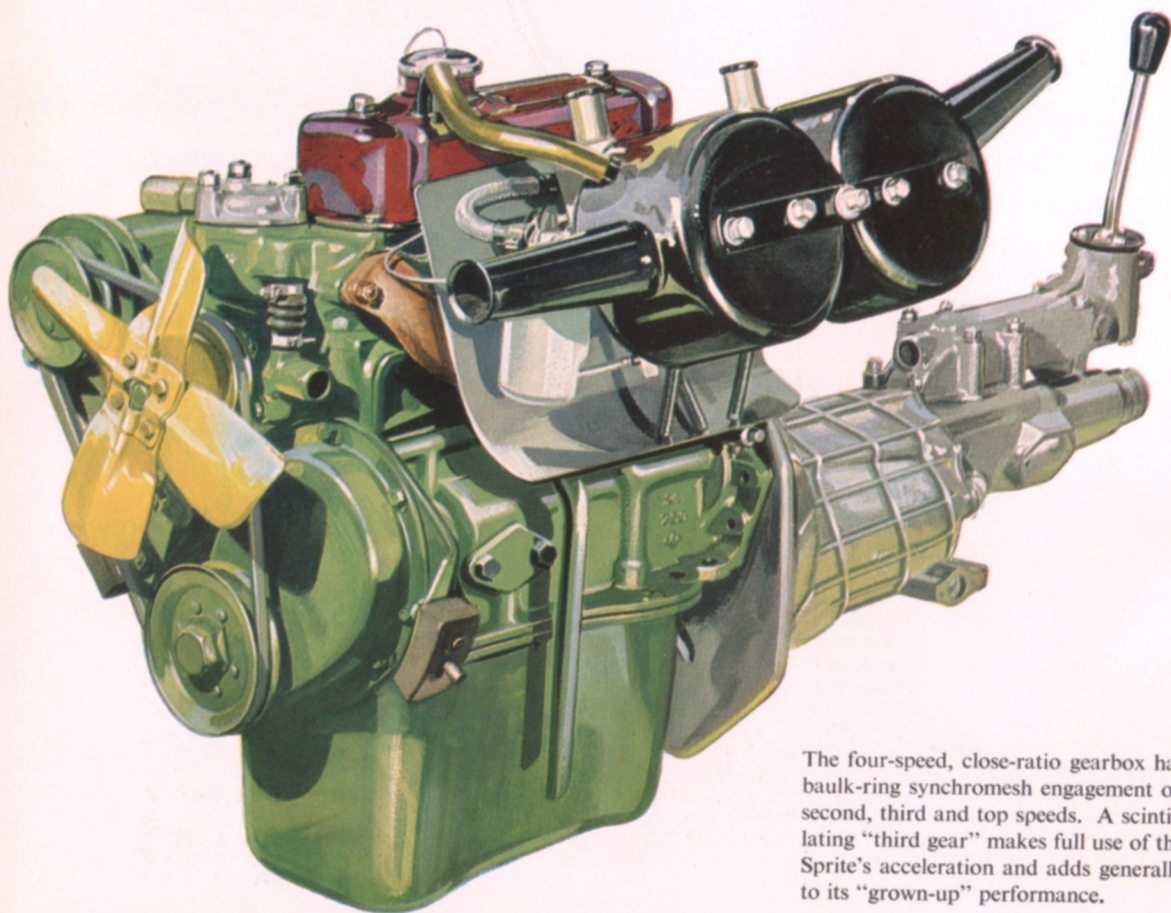
Sebring sets the scene for another Sprite success. In March 1961, they took first, second and third places in class 6 of the big race, while in the four hour race for cars under one litre, six Sprites finished in the first eight. The Sprite has figured high up in Sports Car Club of America races too, taking a national class H production championship in 1961 and sweeping the boards in 1963 with national championships in classes G and H production. In fact, be it national, regional, or local, be it rally or race, the Sprite has taken home more trophies than any other sports car.



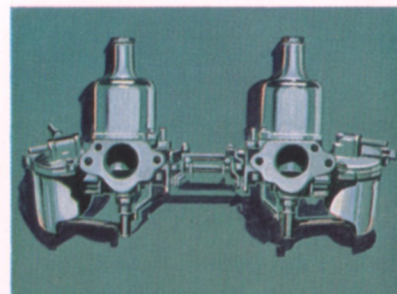
# *top performance and economy*

Long established as the finest power unit of its class throughout the world, the "A" type B.M.C. engine with twin S.U. carburetors has been developed to provide a better-than-most sparkle to the performance of the Sprite Mk. III. Ever economical in use, this four cylinder, o.h.v. engine has large inlet valves, high-overlap camshaft, and double valve springs, the result of which adds an exciting response to the accelerator pedal, to further the delight of the sports car enthusiast.

The capacity of the engine is 1,098 c.c. and the maximum developed power is 59 b.h.p. at 5,750 r.p.m. (61 b.h.p. gross), and it shows very commendable torque at low revs., the maximum figure being 62 lb. ft. at 3,250 r.p.m.



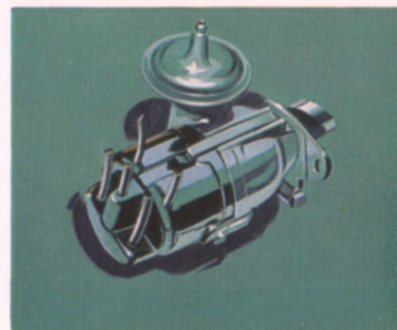
The four-speed, close-ratio gearbox has baulk-ring synchromesh engagement on second, third and top speeds. A scintillating "third gear" makes full use of the Sprite's acceleration and adds generally to its "grown-up" performance.



1. Twin S.U. carburetors, type HS2, provide perfect response to the throttle.

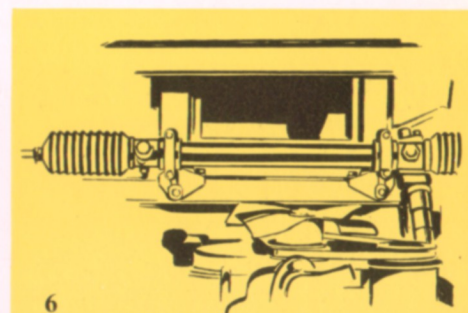
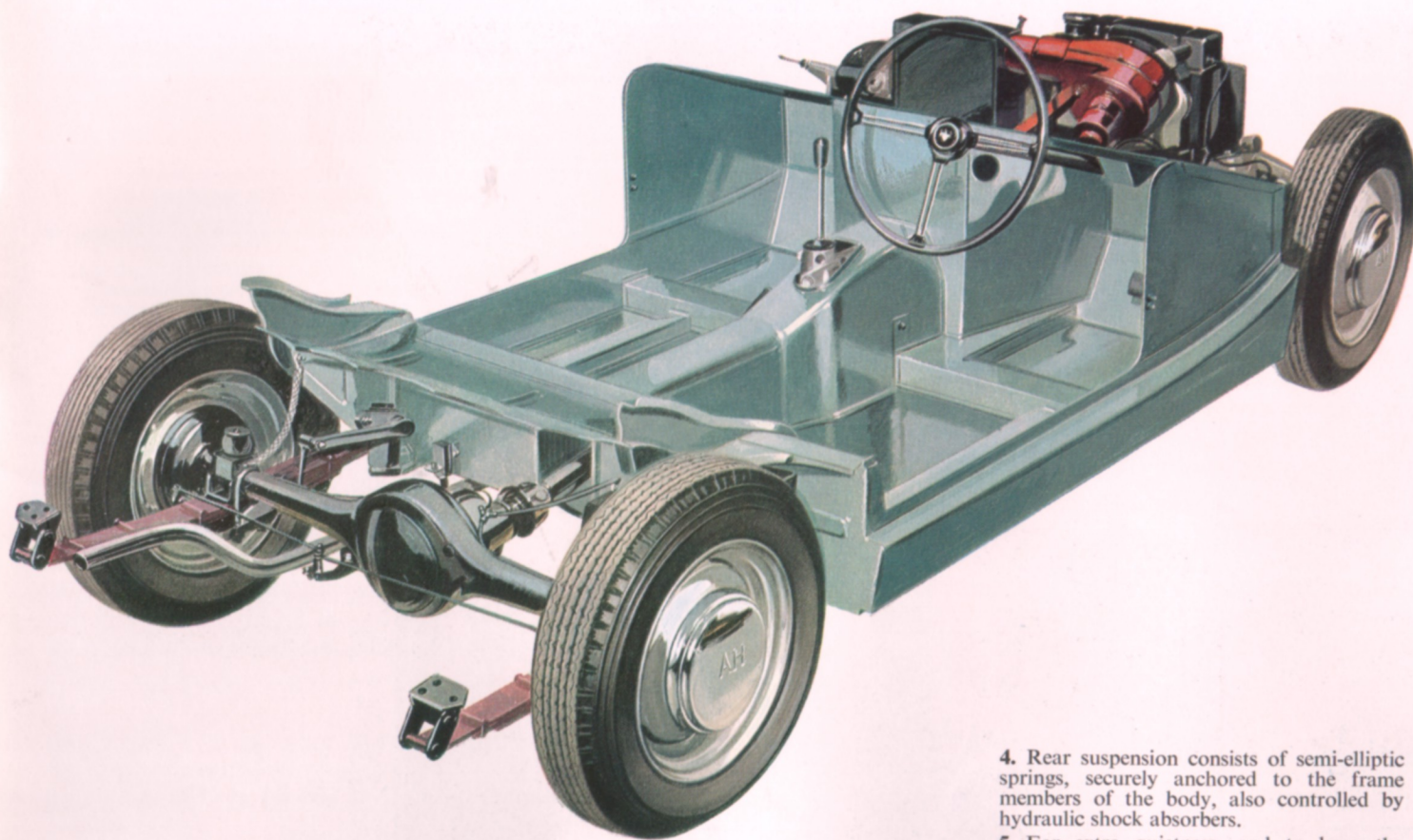


2. A full-flow oil filter is fitted externally, the element of which can be easily replaced.

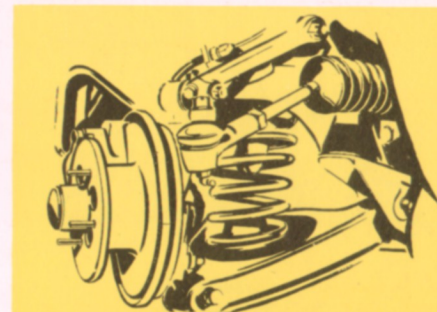


3. Ignition is by oil-filled coil, and distributor having automatic advance and retard assisted by vacuum control.





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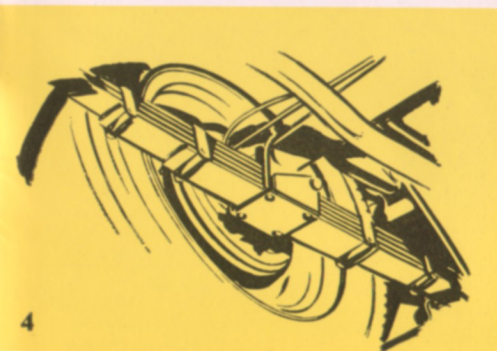
4. Rear suspension consists of semi-elliptic springs, securely anchored to the frame members of the body, also controlled by hydraulic shock absorbers.

5. For extra quietness, and to keep the floor line—and the center of gravity—as low as possible, the rear axle has a hypoid crown wheel and bevel pinion.

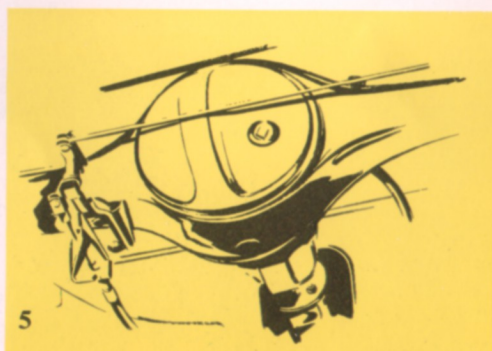
6. Rack and pinion steering provides the super-sensitive type of steering so essential in this type of car. Only  $2\frac{1}{2}$  turns of the 16 in. (0.40 m.) diameter steering wheel are required from lock to lock, yet response is light and positive.

7. The anti-roll qualities of the latest Sprite are largely due to its low center of gravity and independent, coil-spring, front suspension units, the top levers of which are directly connected to hydraulic shock absorbers for positive control on the road.

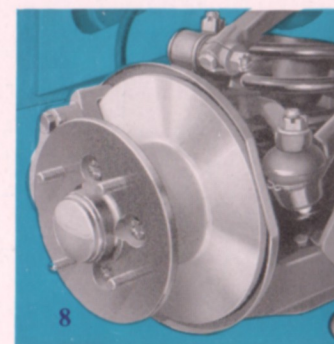
8. One of the most advanced safety features in present day hydraulic brake systems developed for the Sprite!  $8\frac{1}{2}$  inch diameter disc brakes fitted as standard on front wheels supplement the two-leading-shoe action of the rear drum brakes.



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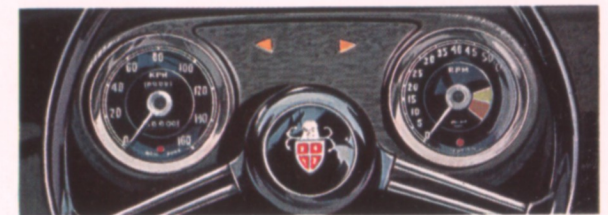
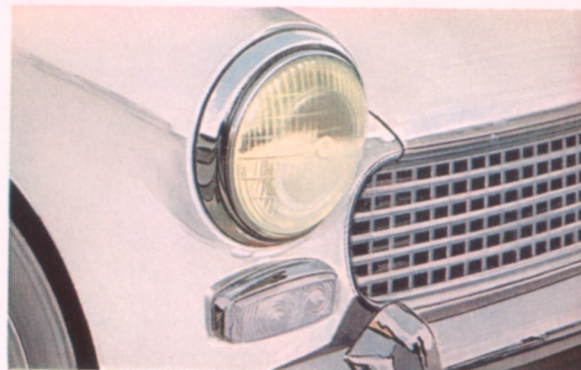
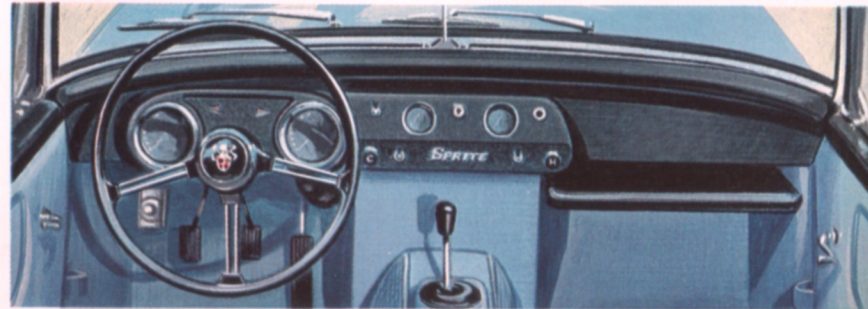
## color combinations

Body	Trim	Top
Tartan Red	Red or Black	Red
Riviera Blue	Light Blue	Light Blue
Old English White	Red	Grey
Old English White	Black	Black
Dove Grey	Red	Grey
Black	Red	Black
British Racing Green	Black	Black
Fiesta Yellow	Black	Black

## dimensions

AA 2 ft. 2 in.	A 2 ft. 10½ in.	C 1 ft. 7 in.	E 1 ft. 7 in.
G 8½ in.	J (min.) 1 ft. 1½ in.	J (max.) 1 ft. 5½ in.	K 5 in.
L (min.) 3 ft. 5 in.	L (max.) 3 ft. 8½ in.	N 1 ft. 3½ in.	O 2 ft. 3½ in.
P 3 ft. 6 in.	Q1 1 ft. 5 in.	Q2 3 ft. 8½ in.	S 4 ft. 0½ in.
W 6 ft. 8 in.	X (top raised) 4 ft. 1½ in.	X (top lowered) 3 ft. 7 in.	Y 4 ft. 5 in.
Z 11 ft. 5½ in.	Turning Circle 32 ft.	Track (Front) 3 ft. 9½ in.	Track (Rear) 3 ft. 8½ in.

Approx. Weight 1,566 lb.





# specifications

## ENGINE.

Four cylinders, overhead valves; bore, 2.543 in. (64.58 mm.); stroke 3.296 in. (83.72 mm.); cubic capacity 67 cu. in. (1,098 c.c.); b.h.p. 59 at 5,750 r.p.m. (61 b.h.p. gross); maximum torque 62 lb. ft. at 3,250 r.p.m.; compression ratio 8.9:1.

**Lubrication:** Concentric gear-type pump driven by camshaft forces filtered oil to all working parts; sump capacity 7.20 U.S. pints (3.41 litres) plus 1.20 U.S. pints (0.57 litre) for full flow filter.

**Cooling.** Pressurised radiator with centrifugal pump and fan; circulation controlled by thermostat; approximate capacity 12 U.S. pints (5.7 litres).

**Fuel System:** Twin S.U. type HS2 semi-down draught carburetors, fitted with paper element type air cleaners; S.U. electric fuel pump; fuel capacity 7.25 U.S. gallons (27.28 litres).

**Ignition:** Coil, and distributor with automatic and vacuum control.

## CHASSIS.

**Clutch:** Single dry plate  $7\frac{1}{2}$  in. (0.18 m.) diameter; hydraulically operated by pendant pedal.

**Gearbox:** Four speed, with baulk-ring synchromesh on second, third and top speeds; ratios—first 3.2, second 1.916, third 1.357, top 1.00, reverse 4.114:1; remote control gear lever centrally mounted on floor; oil capacity 2.80 U.S. pints (1.33 litres).

**Propeller Shaft:** Open, with needle-roller bearing universal joints; sliding splines in gearbox.

**Rear Axle:** Three-quarter floating, with hypoid bevel crown wheel and pinion: ratio 4.22:1; oil capacity 2.1 U.S. pints (1 litre); overall gear ratios—first 13.5, second 8.08, third 5.72, top 4.22, reverse 17.38:1.

**Steering:** Rack and pinion; spring, three-spoke, 16 in. (0.41 m.) diameter steering wheel.

**Suspension:** Front—independent with coil springs and wishbones. Rear—semi-elliptic leaf springs. Hydraulic shock absorbers front and rear.

**Brakes:** Four-wheel hydraulic, operated by pendant pedal. Pull-up handbrake lever operates on rear wheels through compensator. Dimensions—front,  $8\frac{1}{2}$  in. (0.21 m.) diameter disc; rear, two-leading-shoe drum, 7 in.  $\times$   $1\frac{1}{2}$  in. (178 mm.  $\times$  31.8 mm.).

**Wheels and Tires:** Pressed steel, ventilated disc type wheels with four-stud fixing; 5.20-13 four-ply Dunlop tubeless tires.

## ELECTRICAL.

12-volt generator and starter motor; 38 amp. hr. capacity battery at 10 hour rate; double-dipping headlamps, with sealed beam light units and foot-operated dip switch; side lamps combined with front amber flashers; twin stop/tail lamps, red reflectors and amber flashers combined in one unit; rear number plate lamp with twin bulbs; warning lamps to indicate flashers working, generator not charging and headlamps high-beam position; twin windscreen wipers; single-horn; combined ignition and lighting switch; self-cancelling flasher switch on steering column.

## INSTRUMENTS.

Speedometer with trip and total mileage recorder, fuel gauge; combined oil pressure and water temperature gauges; electric tachometer.

## BODYWORK.

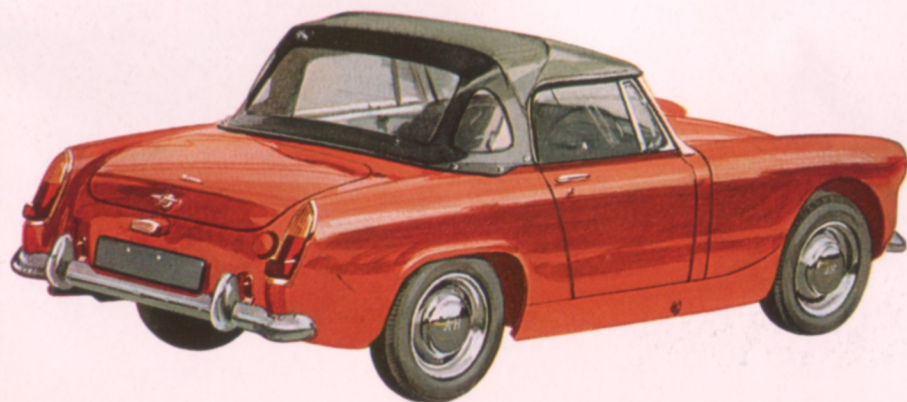
Two-door, two-seater sports car of all-steel mono-construction integral with frame and floor. Rear hinged hood with lock controlled from inside car. The trunk has a lockable lid. Curved, toughened glass windscreen in polished aluminium frame; wind-down door windows with hinged ventilators. Interior trim in vinyl-treated fabric, with fitted carpet in rear compartment. Both seats adjustable fore and aft, having foam rubber cushions with rubberised hair squabs. In-built fittings for seat belts. Floor covered with carpet. Each door is fitted with a recessed internal release lever and has external push-button handles and locks. Spare wheel secured horizontally in trunk. Vinyl-treated fabric top fully detachable, and, together with frame, can be stowed in trunk in special bags provided. Interior rear view mirror adjustable up and down on center screen rod. Front and rear fenders and overriders. Windscreen washer, laminated glass windshield.

## OPTIONAL EXTRAS.

Heater; tonneau cover; Roadspeed tires, whitewall tires.

*Austin Healey*

## Sprite Mk III



THE AUSTIN MOTOR COMPANY LIMITED  
LONGBRIDGE . . . . . BIRMINGHAM

AUSTIN MOTOR EXPORT CORPORATION LIMITED  
LONGBRIDGE . . . . . BIRMINGHAM . . . . . ENGLAND

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