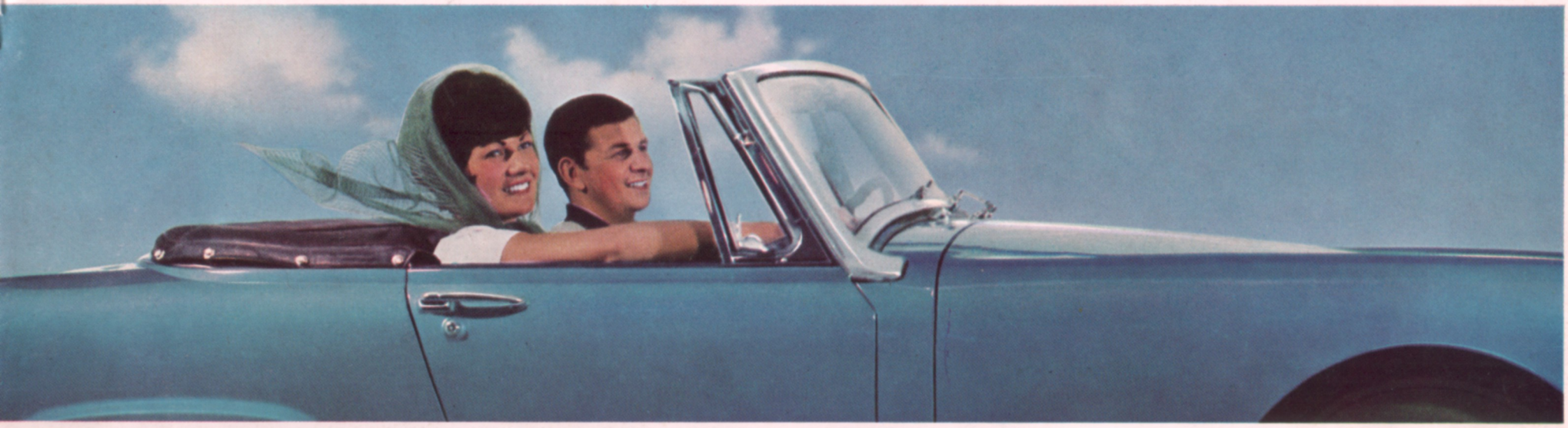
LOW IN PRICE . . . HIGH IN ACTION AND COMFORT . . . THE NEW AUSTIN-HEALEY

SPRITE

MK. IV



Excellent engineering, functional styling, new comfort and performance . . . and still the lowest priced true sports car . . .

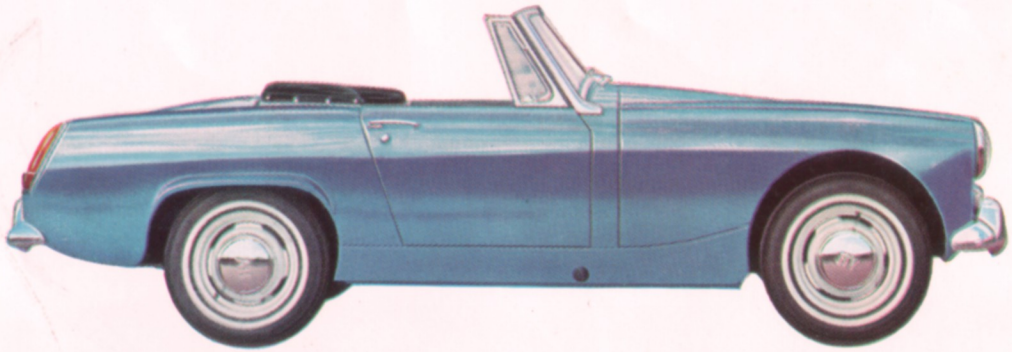
SPRITE

A case of love at first sight! And what young couple wouldn't have their heads in the clouds at the prospect of owning one of the latest touches of magic by Austin-Healey?

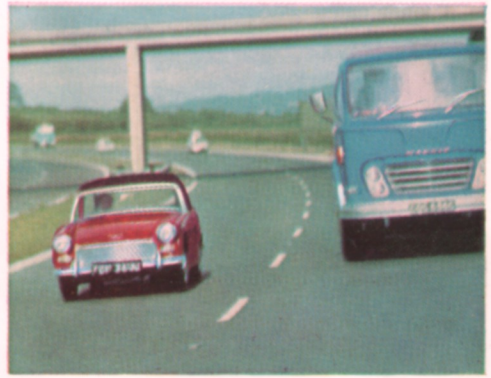
For the Sprite is a car designed for the young at heart . . . born and bred on the rally routes and speed tracks of the world. From its first appearance in 1958, this amazing sports car has acquired an enviable string of achievements and successes in international events—with a safety record equally as impressive.

Equally at home in the hands of the fairer sex or enthusiast, the Austin-Healey Sprite Mk. IV retains its grip now more than ever on the hearts of those who are looking for a small size sports car with a large size performance.

Austin Healey



Fully engineered throughout, the Sprite Mk. IV is built to the highest safety factor that modern manufacturing processes can achieve. Its well-proven features provide the grip-tight road-holding for which it has become so well known.



Sit behind the wheel of the Sprite and see for yourself how miraculously BMC designers have styled this car to your requirements! The keenest enthusiast will find extensive interior equipment and controls conveniently at hand. An electric tachometer is fitted as standard equipment and there is an optional choice of such items as heater and radio. Both bucket seats are comfortably upholstered and adjustable for leg reach. The entire interior trim is completed in hard-wearing leather cloth, and on the floor is a neatly fitted, hard-wearing, bonded carpet in keeping with the general color of the interior.

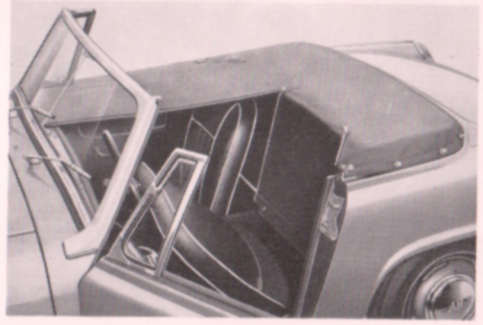
A couple of spring catches and a few snap studs to unfasten are all that is required to start the folding top on its way behind the rear compartment. There it can be stowed beneath a neatly upholstered cover secured by the same studs that hold the top in place. A simple enough operation which can be accomplished in either direction with the utmost dexterity even by the lady-member of the team!

Inside, the Austin-Healey Sprite Mk. IV has everything!

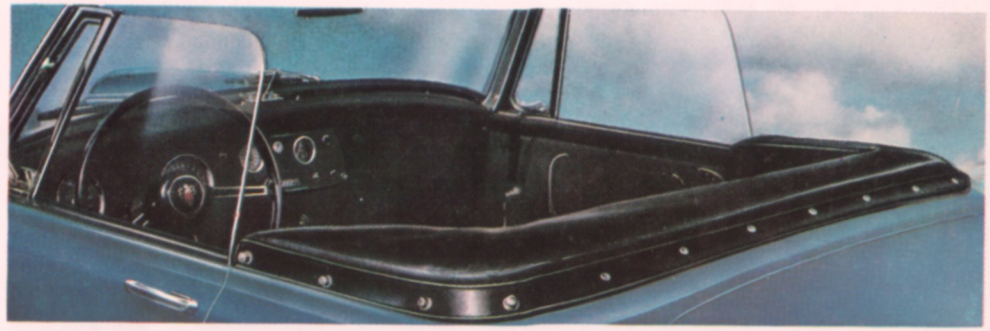
SUDDENLY IT RAINS

The new quick-lift top practically pops up by itself (goes down just as easy, too!)

The styling of the instrument panel is such that the instruments are quickly and easily seen in front of the driver.
The spare wheel is carried in the trunk—but there's still a surprising amount of space left for personal luggage!



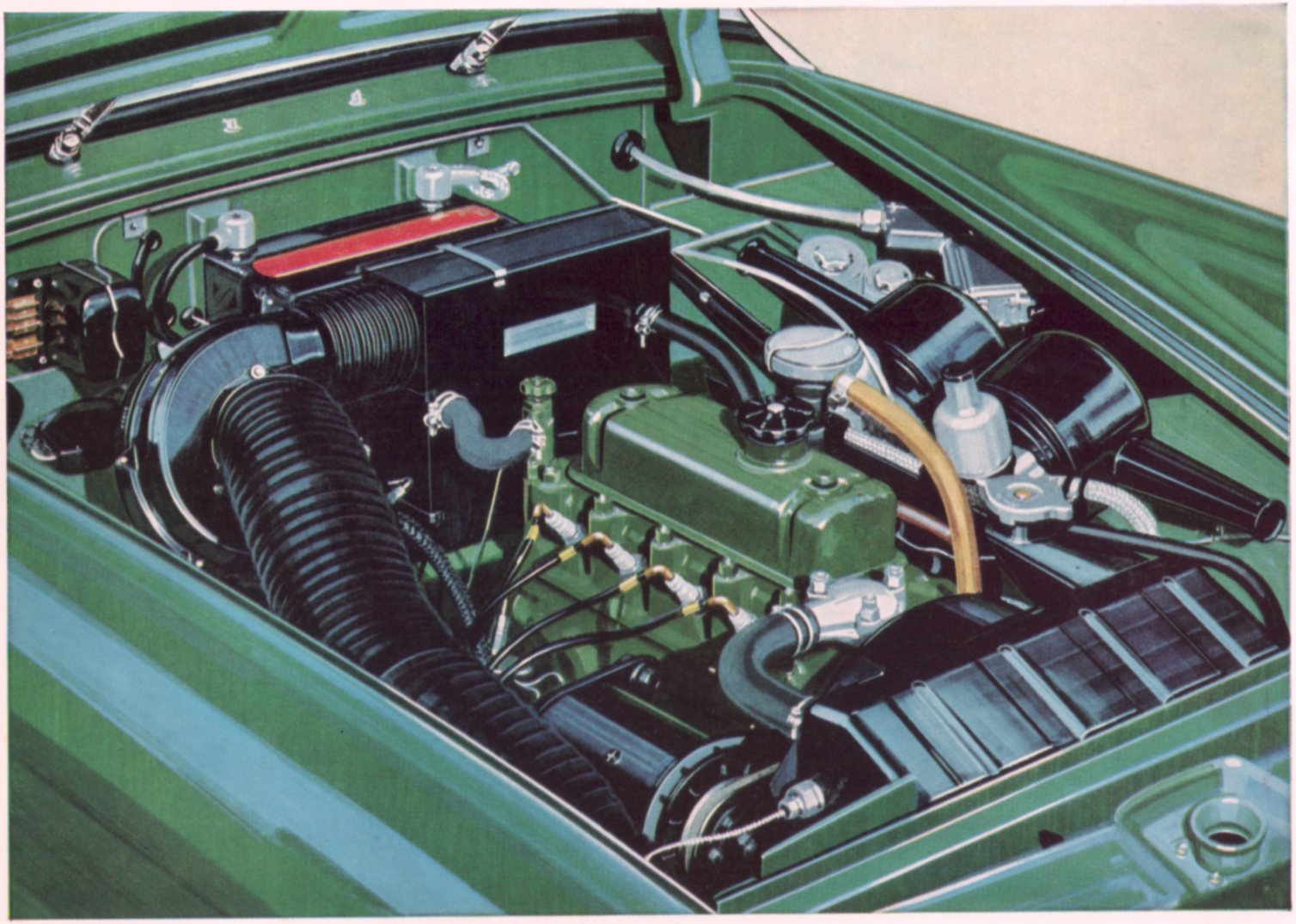
The top of the Sprite Mk. IV is made of tough, vinyl coated fabric and fits snugly round the cockpit so that the wind-down windows and hinged louvres can be used to provide the same ventilation and rain-proof comfort of a sedan.
Being of crystal-clear flexible plastic, the three rear windows in the top offer an extremely good field of view behind. Even in the rain, the twin wipers also ensure excellent vision ahead through the wide curved windshield. All glass in the Sprite is toughened for the maximum protection of its passengers.
A tonneau cover, which can be opened half-way, is obtainable at extra cost, a rail being provided to help rain-water to drain readily away.
Each door is lockable, being fitted with exterior push-button handles and recessed interior handles.



What makes the new Austin-Healey Sprite really move out?
The BMC 1275 c.c. power unit, a proven performer.

JUST LIFT THE BONNET

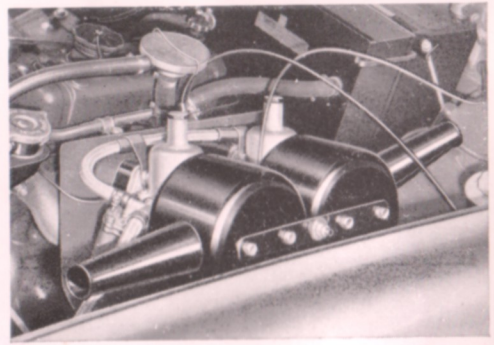
Neat . . . Clean . . . and Hot!



Secret of the Sprite's sparkle, and snugly tucked beneath the bonnet, the latest variation of the 'A'-type BMC engine!

Twin S.U. carburetors, inclined to semi-down-draft condition, provide perfect response to the throttle and yet are largely responsible for the Sprite's amazingly economical running. With double valve springs the engine peaks to a maximum 65 b.h.p. at 6,000 r.p.m. Matching this, the maximum torque of 72 lb. ft. is achieved at only 3,000 r.p.m.

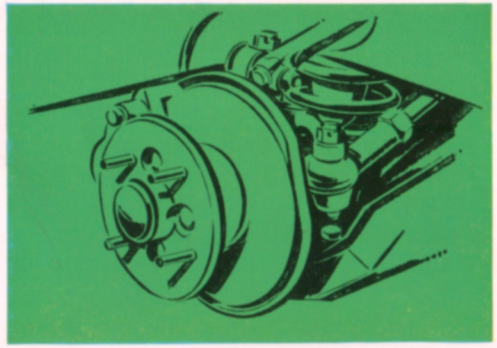
A diaphragm-spring clutch takes up the power and the four-speed, close-ratio gearbox has baulk ring synchromesh engagement on second, third, and top speeds, A scintillating 'third gear' makes the most of the Sprite's acceleration and generally adds to its 'grown up' performance.



One of the most advanced safety features in present-day hydraulic brake systems developed for the Sprite! 8¼-in. diameter disc brakes fitted as standard on front wheels supplement the powerful action of the rear drum brakes.

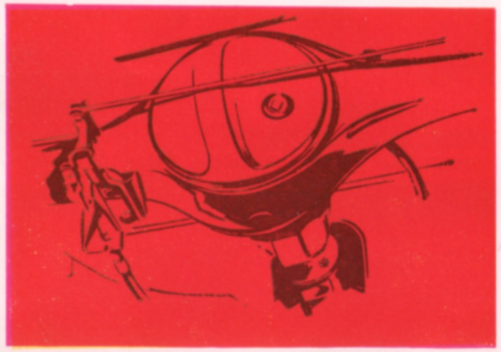
The anti-roll qualities of the latest Sprite are largely due to its low center of gravity and independent, coil-spring, front suspension units, the top levers of which are directly connected to hydraulic dampers for positive control on the road.

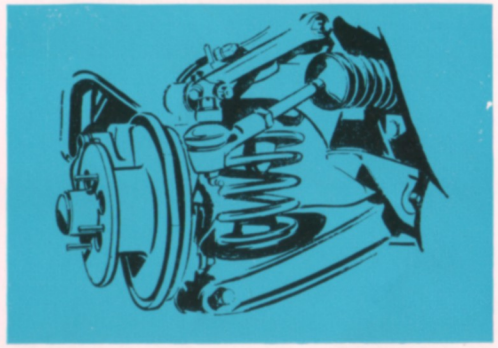
Rear suspension consists of semi-elliptic springs, securely anchored to the frame-members of the body, also controlled by hydraulic dampers.

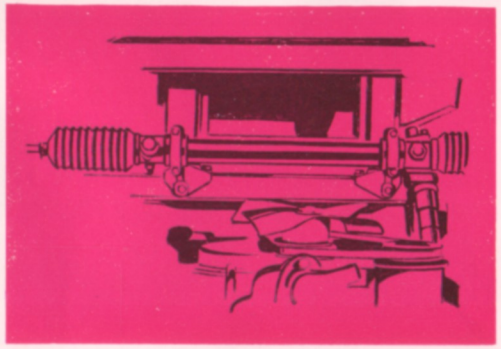


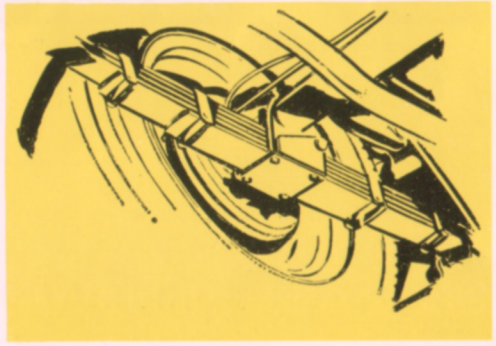
For extra quietness and to keep the floor line—and the center of gravity—as low as possible, the rear axle has a hypoid crown wheel and bevel pinion.

Rack and pinion steering provides the super-sensitive type of steering so essential in this type of car. Only 2⅓ turns of the 15½-in. diameter steering-wheel are required from lock to lock, response being light and positive.







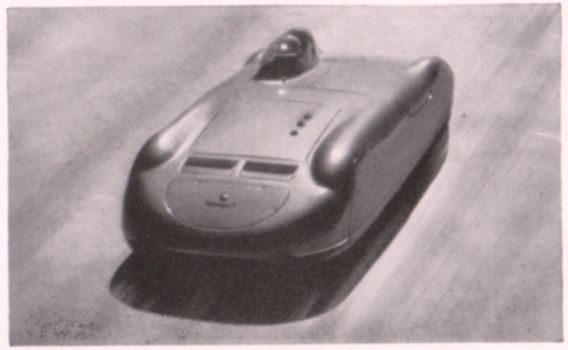


In September 1959, a specially prepared Sprite attacked a series of international speed and endurance records in Utah, U.S.A., no less than 50 American national records and 15 international Class G records being established. In a marathon endurance run of 1,665 miles at an average speed of 138·75 m.p.h., this remarkable car ran faultlessly throughout.

In April 1960, Austin-Healey Sprites achieved one of the most sweeping victories ever recorded in a rally by one class. This was the Circuit of Ireland Rally, in which, apart from an outright win, 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. Since then Sprites have figured regularly and prominently in this event.

Another resounding success was scored at Le Mans in June 1960, when an Austin-Healey Sprite won Class 6 for cars from 851–1100 c.c., 245 laps being completed at an average speed of 85·58 m.p.h. In this event in 1965 a Sprite also gained top honors in its class.

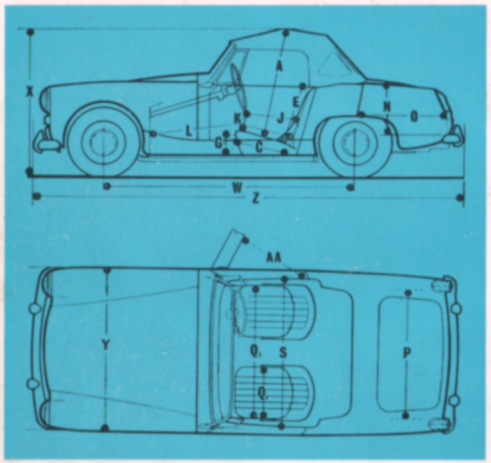
Record-breaking Austin-Healey



In the Liège–Rome–Liège Rally 1960, a Sprite gained third place and won its class, one of only 13 finishers out of 82 starters.

Sebring sets the scene for other Sprite successes. 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. Since then Sprites have secured annual awards in this event, and continue to steal success after success in the competitive field of rally and track events.

Austin Healey SPRITE MK. IV



AA 2 ft. 2 in.	**A** 2 ft. 11⅛ in.	**C** 1 ft. 7 in.	**E** 1 ft. 7 in.
G 8⅛ in.	**J** (min.) 1 ft. 1⅞ in.	**J** (max.) 1 ft. 5¼ 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. 8¼ in.	**S** 4 ft. 0½ in.
W 6 ft. 8 in.	**X** (Top raised) 4 ft. 0⅝ in.	**Y** 4 ft. 6⅞ in.	**Z** 11 ft. 5⅝ in.
Ground clearance **5 in.**	**Track** (Front) 3 ft. 10 $\frac{15}{16}$ in.	**Track** (Rear) 3 ft. 8¾ in.	**Approx. Weight** 1512 lb.

SPECIFICATION

ENGINE: Four cylinders, overhead valves; bore 2·781 in. (70·63 mm.); stroke 3·2 in. (81·33 mm.); cubic capacity 77·9 cu. in. (1275 c.c.); b.h.p. 65 at 6,000 r.p.m., maximum torque 72 lb. ft. at 3,000 r.p.m.; compression ratio 8·8 : 1.

LUBRICATION: Gear-type pump, driven by camshaft, forces filtered oil to all working parts; sump capacity 7·25 U.S. pints plus 1·2 U.S. pints for full-flow filter.

COOLING: Pressurized radiator with centrifugal pump and fan; circulation controlled by thermostat; approximate capacity 12 U.S. pints.

FUEL SYSTEM: Twin S.U. HS2-type semi-downdraft carburetors, fitted with paper-element-type air cleaners; S.U. electric fuel pump; fuel capacity 7·25 U.S. gallons.

IGNITION: Coil, and distributor with automatic and vacuum control.

CHASSIS

Clutch: Diaphragm-spring type 6½-in. diameter; hydraulically operated by pendent 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 4·120 : 1, remote-control shift lever centrally mounted on floor; oil capacity 2·8 U.S. pints.

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; overall gear ratios—first 13·5, second 8·08, third 5·72, top 4·22, reverse 17·39 : 1.

Steering: Rack and pinion; spring, 3-spoke, 15½-in. diameter steering-wheel. Turning circle: left 32 ft. 1½ in., right 31 ft. 2½ in., 2⅓ turns lock-to-lock.

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

Brakes: Four-wheel hydraulic, operated by pendent pedal. Pull-up hand brake lever operates on rear wheels through compensator. Dimensions: front 8¼-in. diameter disc; rear 7-in. × 1¼-in. drum.

Wheels and Tires: Pressed steel, ventilated disc-type wheels with 4-stud fixing; 5·20—13 4-ply Dunlop tubeless tires.

ELECTRICAL: 12-volt generator and starter motor; 43 amp.-hr. capacity battery at 20-hour rate; double-dipping headlamps with sealed-beam light units and foot-operated dip switch; sidelamps combined with front flashers; twin stop/tail lamps, red reflectors and flashers combined in one unit; rear license-plate lamp with twin bulbs; warning lamps to indicate flashers working, generator not charging, headlamps high-beam position and dirty oil filter; twin windshield wipers; single horn; combined ignition and starting 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, 2-seater sports car of all-steel mono-construction. Rear hinged hood with lock controlled from inside car. Trunk has lockable lid. Curved laminated windshield in polished aluminum frame; wind-down door windows with hinged ventilators. Interior trim in leather cloth, with fitted carpet in rear compartment. Both seats adjustable fore and aft, having foam-rubber cushions with rubberized-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. Integral vinyl coated fabric top with cover. Interior rear-view mirror adjustable up and down on center-screen rod. Front and rear fenders and over-riders. Windshield washer.

OPTIONAL EXTRAS: Fresh-air heater; tonneau cover; radio; SP41 or Whitewall tires.

The British Motor Corporation Limited reserves the right to change specifications at any time.

FOR FURTHER DETAILS OF THE SPRITE, ASK ANY SPRITE OWNER!

BMC EXPORT SALES LIMITED
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