



Austin Healey

SPRITE MK II

GRUET MOTOR CAR CO.

SALES SERVICE PARTS

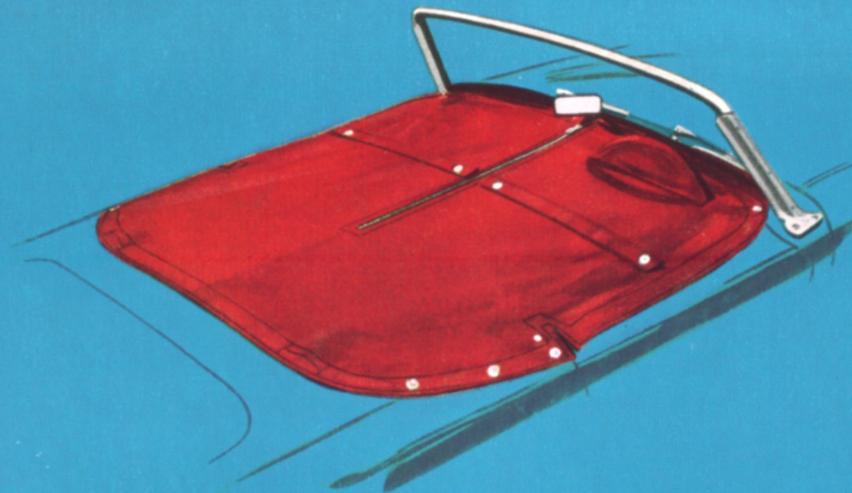
4733 McPHERSON FO. 7-6820

CONDÉ BENOIST KINSELLA

MK II

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

A surprisingly large trunk with a lockable lid will accommodate several pieces of luggage. The spare wheel is also housed in the trunk as are the tools. Additional storage space is also provided in the carpeted area behind the rear seats.



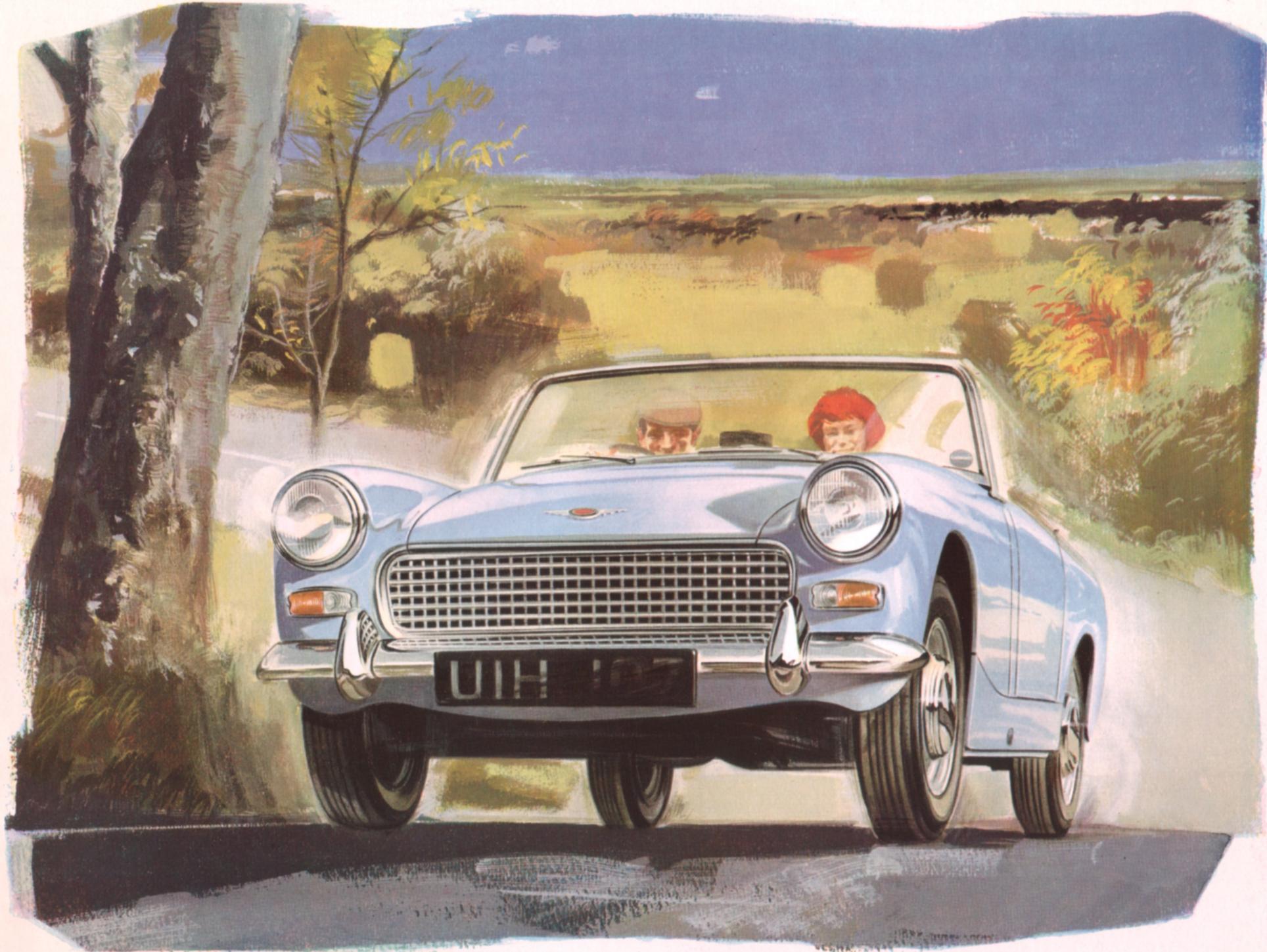
STYLE AND CHARACTER

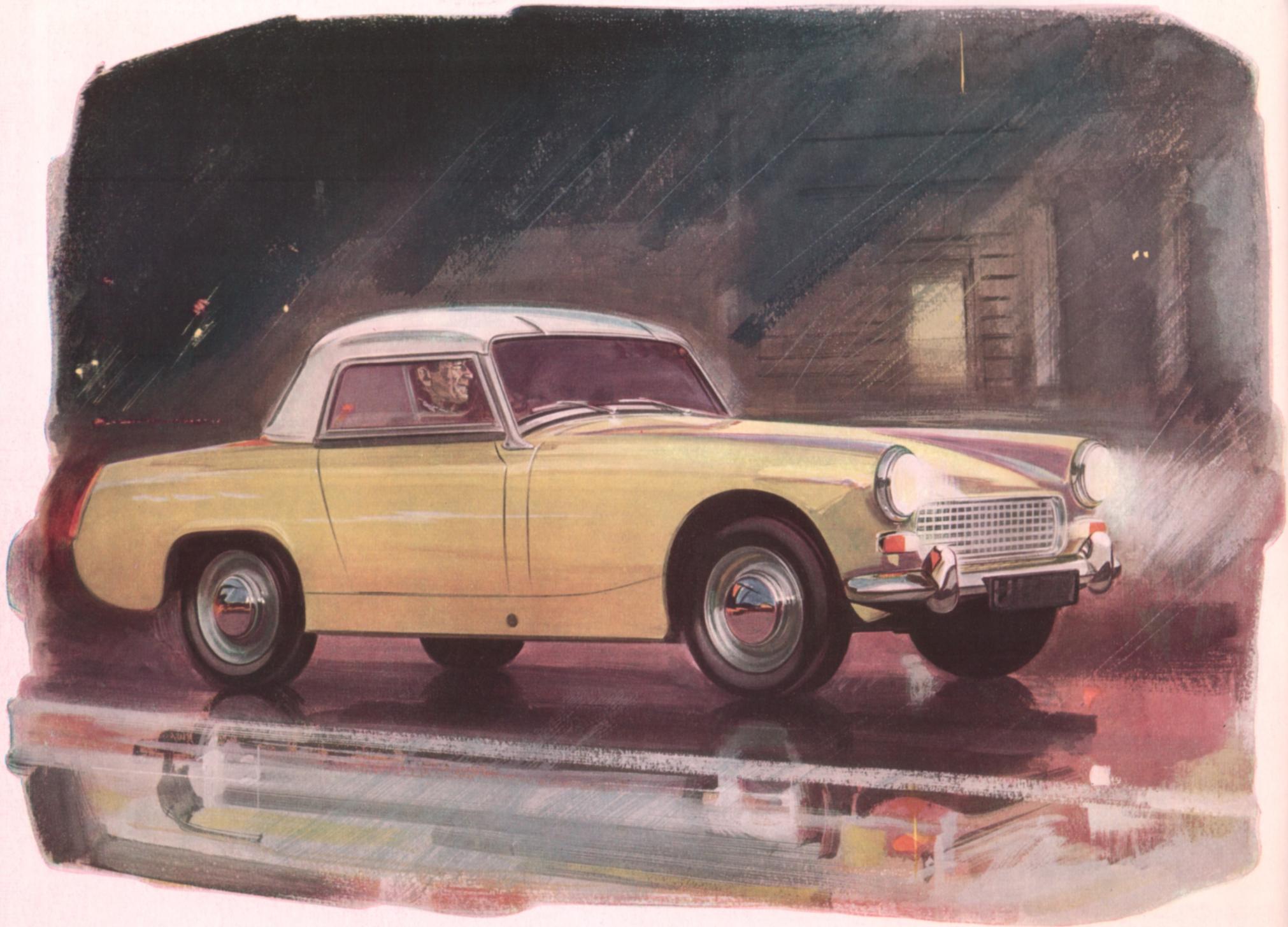


From the date of its initial introduction, the Austin Healey Sprite quickly established a reputation as a small-size sportscar with a large size performance.

The Austin Healey Sprite Mk. II retains all the sterling qualities of its predecessor, yet, with increased power and re-styled lines it now offers, more than ever, unsurpassed value and performance in its class.

Fully engineered throughout, this latest descendant of the Sprite, is as constructionally safe as modern manufacturing processes can possibly make it. Independent front suspension, hydraulic shock absorbers, rack and pinion steering and an extremely low center of gravity are features which have been thoroughly proved on road and track with astounding success. These features have been built into the Austin Healey Sprite Mk. II to provide grip-tight, road-holding . . . a famous Sprite trademark that has endeared itself to sports car enthusiasts throughout the world.

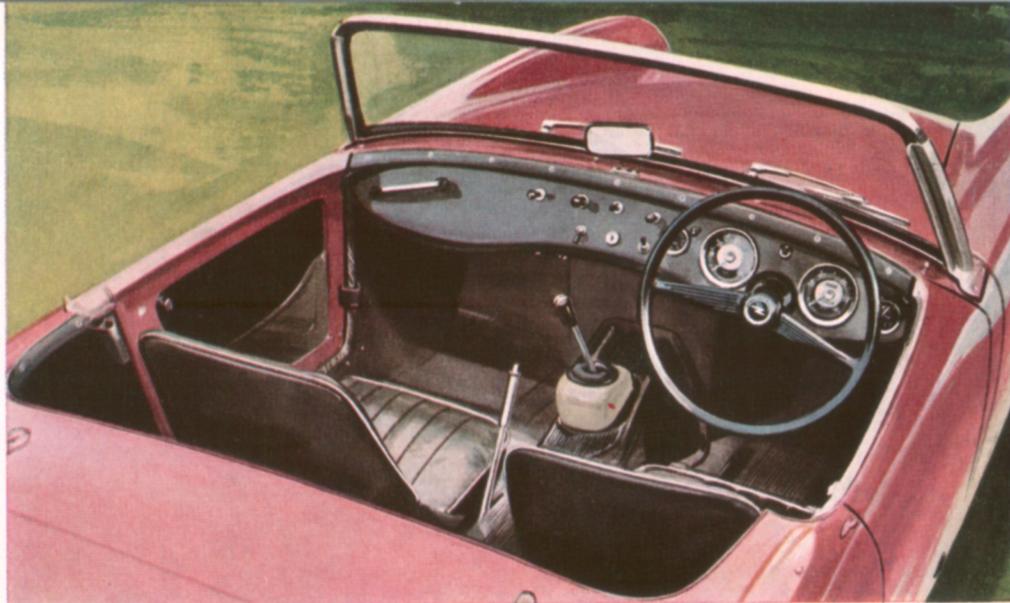




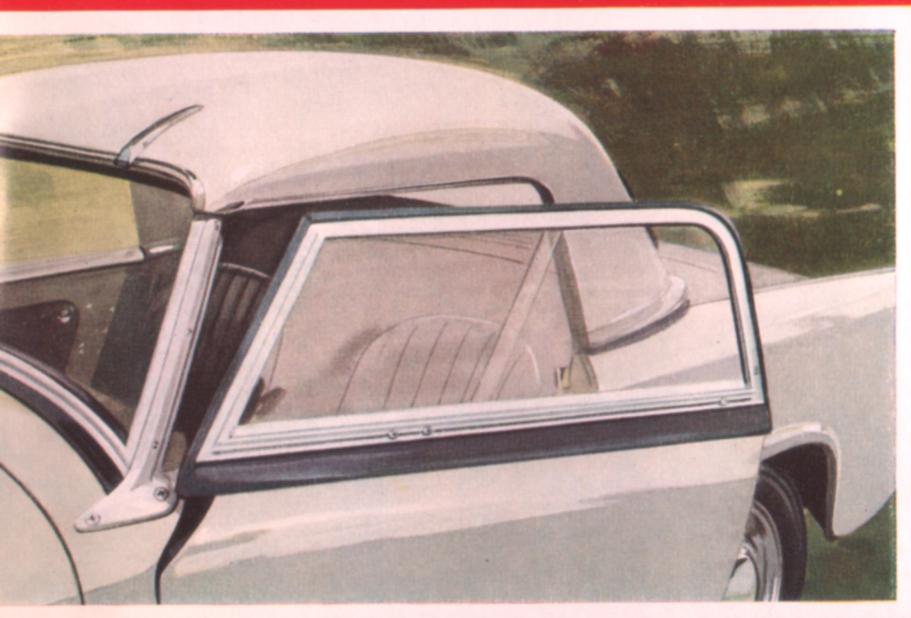
Among the numerous items of optional equipment available is a detachable hard top, which transforms the Sprite into a comfortable, all weather sports car. Constructed from tough resin bonded fiber glass, the hard top can be easily removed at a moment's notice.

Interior equipment is extensive. The enthusiast will find all the driving essentials conveniently near to hand. Anchorage points for seat belts are provided as standard equipment. Cockpit floor is finished in hard wearing rubber matting—color matched to the upholstery—completing the quality interior.

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



ALL WEATHER COMFORT

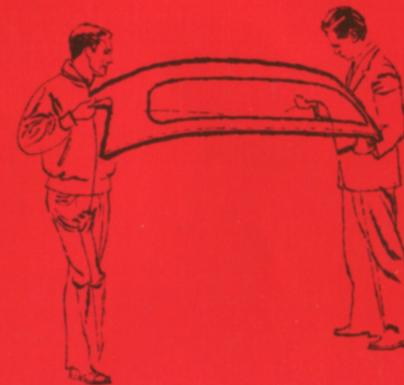


When not in use, the vinyl-treated fabric soft top and the metal frame can be stowed in the trunk. The quickly detachable, light-alloy frame side-screens have a sliding window which is easily adjustable for ventilation or hand-signaling.

The doors are fitted with internally operated door handles, and have a large pocket for stowing incidental items.

Both bucket seats are comfortably upholstered and are adjustable fore and aft. They are finished in a hard-wearing vinyl in colors to contrast with or complement the body colors.

In any of its conditions, i.e. hard top in place, soft top up or down, the Sprite Mk. II is a handsomely styled, sleek two-seater roadster that is fun to own and fun to drive. It is equally at home in competition, town traffic, or highway driving. A Sprite owner is a proud owner.



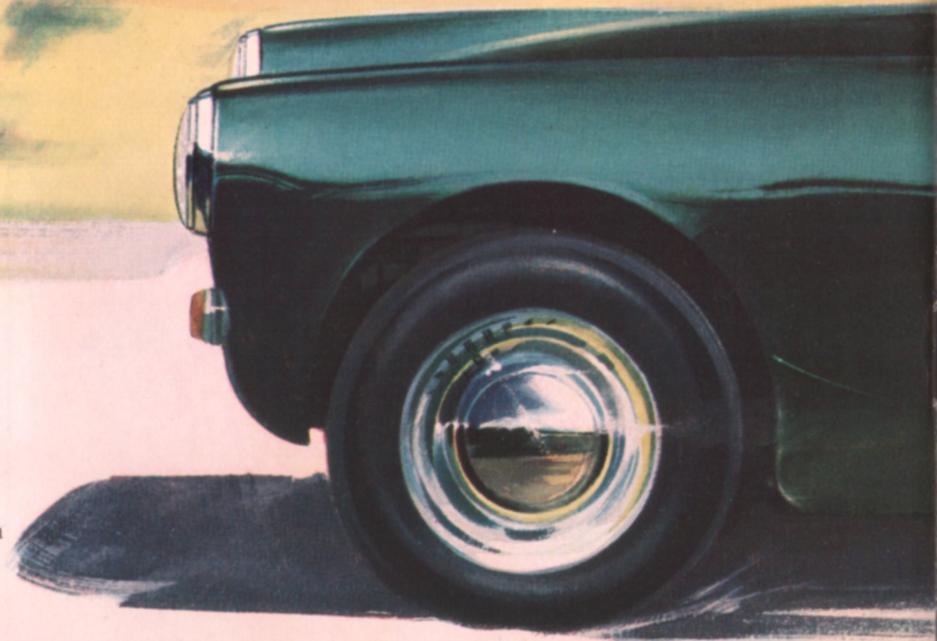
INTERNATIONAL WINNER

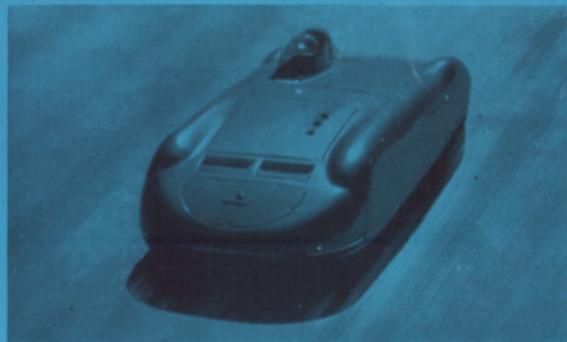
There is much to interest the sports car enthusiast in the Austin Healey Sprite Mk. II. Behind the wheel is the "feel" and performance of the "big" sports car combined with the satisfying economy and exceptional maneuverability of the small car, in which class the Sprite is the undisputed leader.

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 an accepted fact in competition circles that the Sprite will figure prominently among the finishers.

The secret of its amazing success lies partly beneath the hood—power in plenty from the twin carburetor BMC "A" type engine—now developed to produce more power than ever before! This, coupled with the remotely controlled, close ratio gearbox of the Sprite Mk. II means more zip, more sparkle, more exhilarating fun from every flashing mile.

Consistent with the standardization of the British Motor Corporation, most of the major mechanical components are also in use in other BMC vehicles, so that to purchase a Sprite Mk. II is to have already in existence, a ready-made, fully-comprehensive, world-wide parts and service organization!





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. 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 throughout.

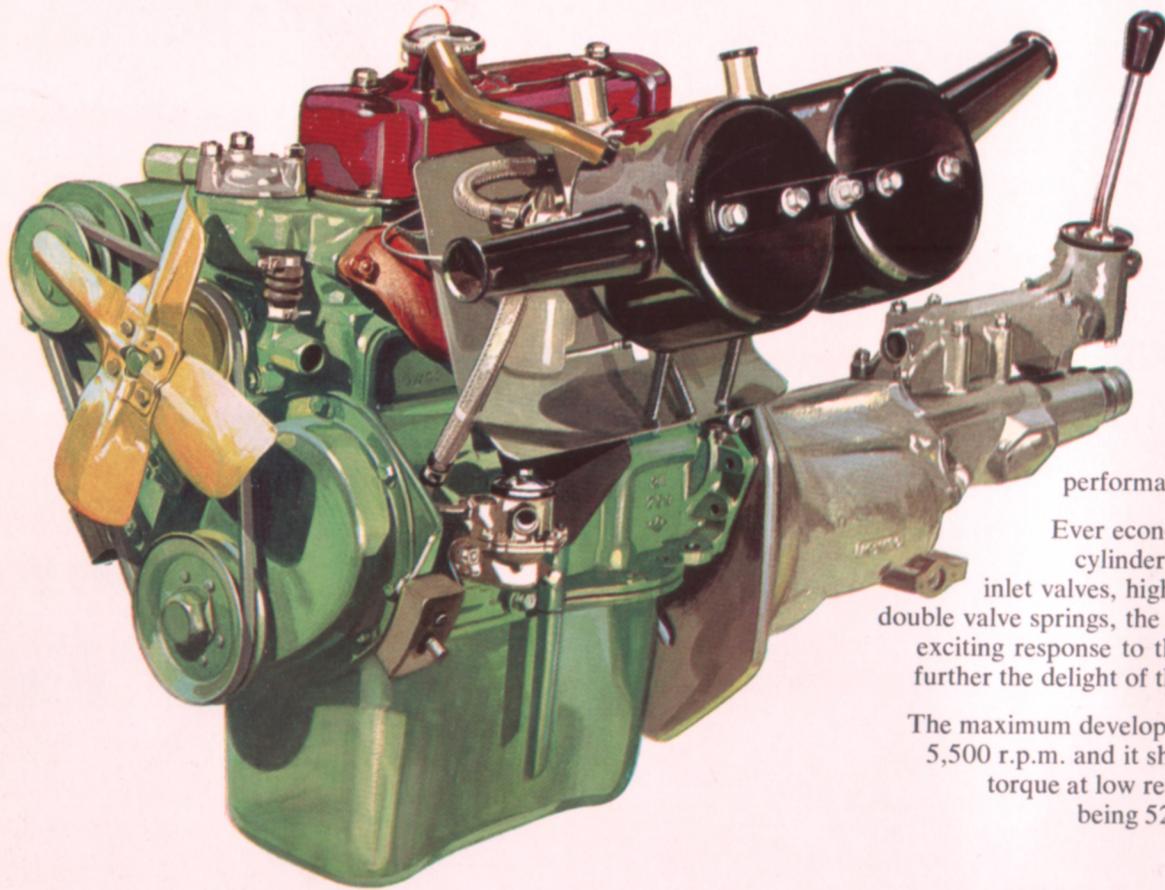
In April 1960, Austin Healey Sprites distinguished themselves by achieving one of the most sweeping victories ever recorded in a rally by one class. The occasion was the tough circuit of Ireland Rally, in which, apart from being won outright by an Austin Healey Sprite, Sprites took every place from first 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 U. S. drivers John Delton 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, Florida, sets the scene for the Sprite's most recent successes. In March 1961, they took first, second and third places in class 6 of the big twelve-hour endurance race, while in the four hour race for cars under one litre, six Sprites finished in the first eight.

TOP PERFORMANCE AND

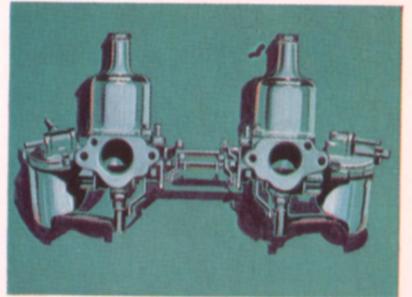
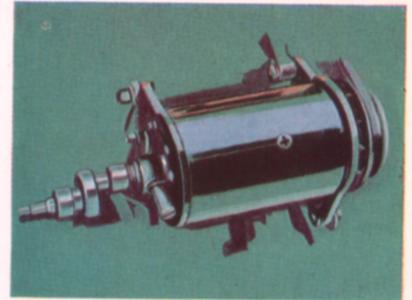


The four-speed, close-ratio gearbox has synchromesh engagement on second, third and top speeds. A scintillating "third gear" makes full use of the Sprite's acceleration and adds generally to its "grown-up" performance.

Long established as the finest power unit of its class throughout the world, the "A" type BMC engine with twin S.U. carburetors has been further developed to provide a better-than-ever sparkle to the performance of the Sprite Mk. II.

Ever economical in use, this four-cylinder o.h.v. engine has larger 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 maximum developed power is 50 b.h.p. at 5,500 r.p.m. and it shows very commendable torque at low revs., the maximum figure being 52.5 lb. ft. at 2,750 r.p.m.



ECONOMY

1. The drive for the rev. counter is taken from the rear of the generator.

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

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

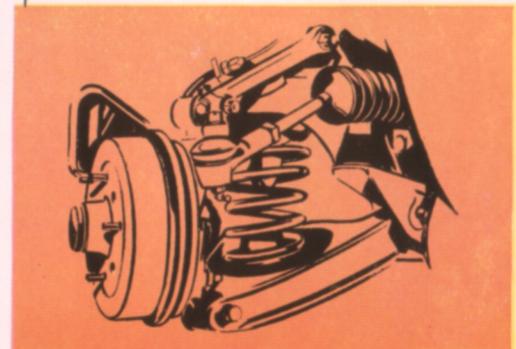
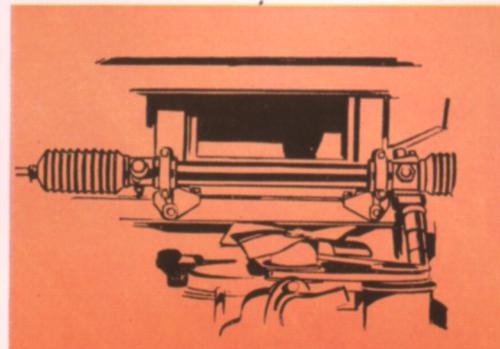
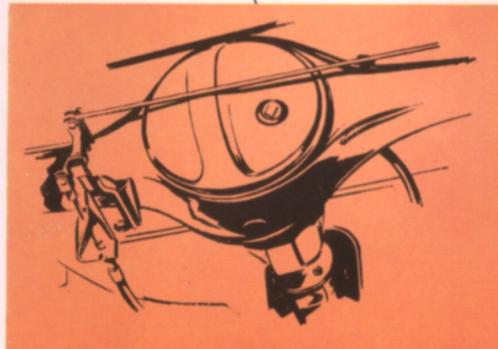
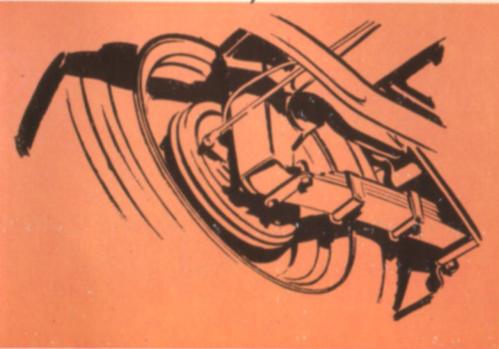
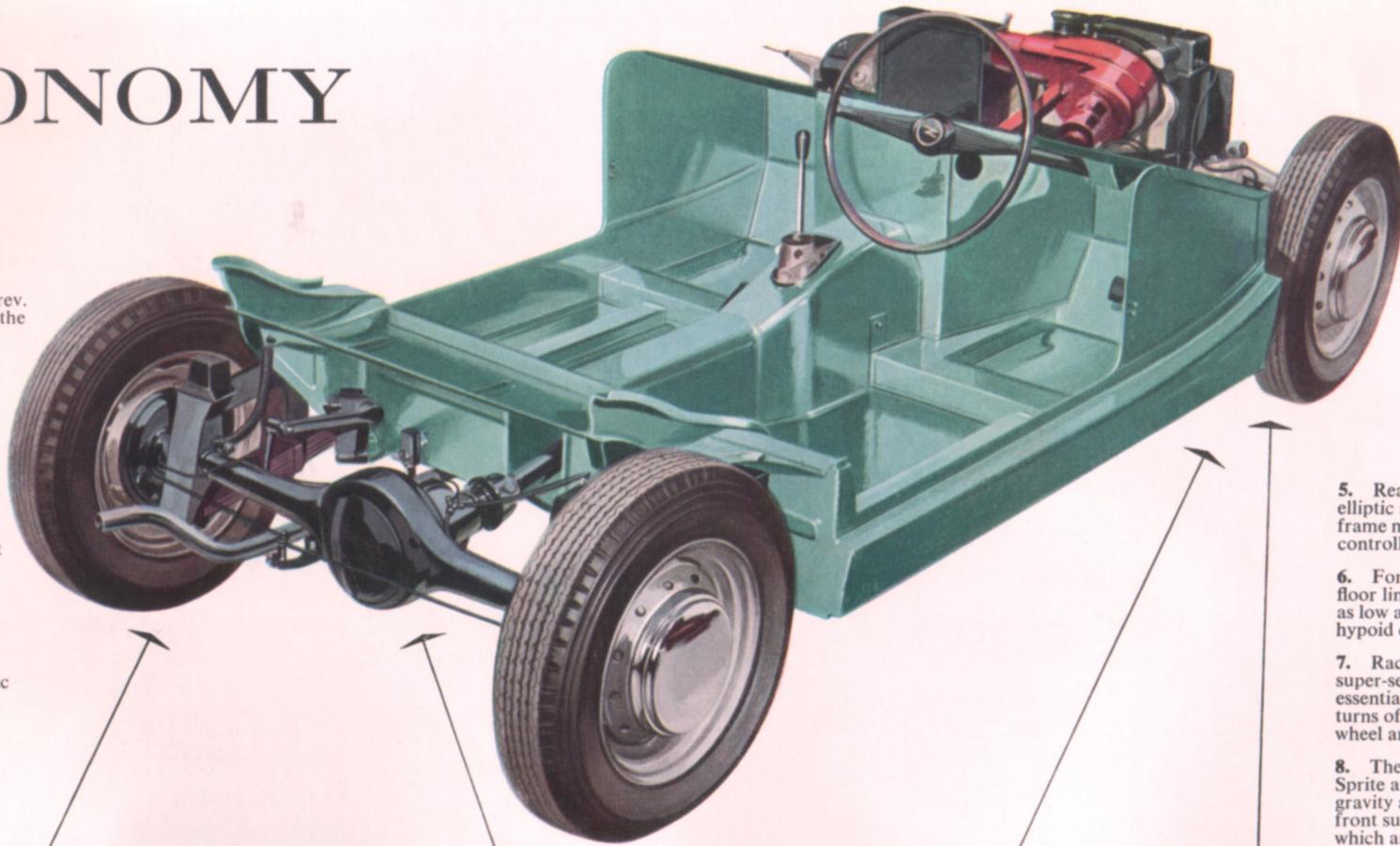
4. Ignition is by oil-filled coil, and distributor having automatic advance and retard assisted by vacuum control.

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

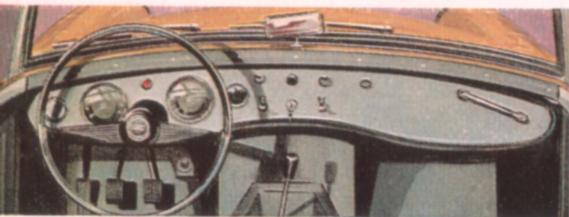
6. For extra quietness, and to keep the floor line—and the center of gravity—as low as possible, the rear axle has a hypoid crown wheel and bevel pinion.

7. 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. diameter steering wheel are required from lock to lock.

8. 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.



TO SUM UP...



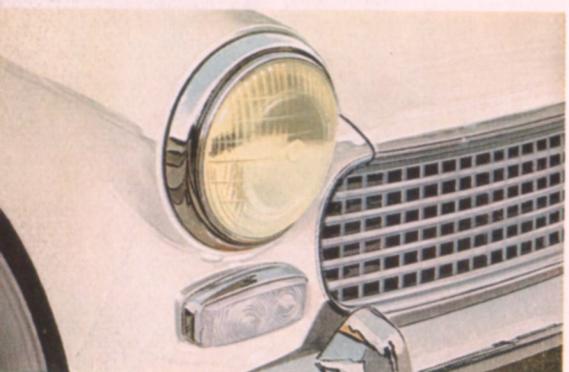
SMART INTERIOR



**AMPLE LUGGAGE SPACE
COMFORTABLE RIDING**



EXCEPTIONAL PERFORMANCE

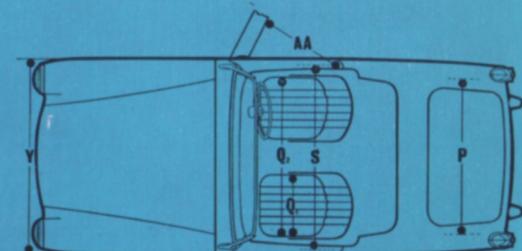
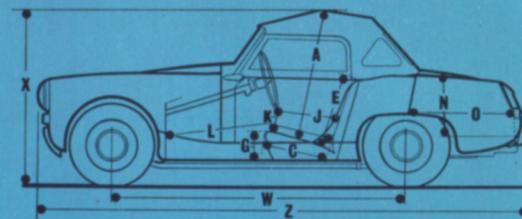


SLEEK BODY STYLING

ALL IN THE WORLD'S LOWEST PRICED

TRUE SPORTS CAR—AUSTIN HEALEY SPRITE MARK II

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. 1¾ 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.	Q ₁ 1 ft. 5 in.	Q ₂ 3 ft. 8¼ in.	S 4 ft. 0½ in.
W 6 ft. 8 in.	X (Hood raised) 4 ft. 1¾ in.	X (Hood lowered) 3 ft. 7 in.	Y 4 ft. 5 in.
Z 11 ft. 0¾ in.	Z (With front & rear bumpers & overriders) 11 ft. 5½ in.	Track (Front) 3 ft. 9¾ in.	Track (Rear) 3 ft. 8¾ in.

Turning Circle 32 ft. Approx. Weight 1450 lbs.

AVAILABLE COLOR COMBINATIONS:

Body	Trim	Hood
Signal Red	Red or Black	Black
Speedwell Blue	Blue	Dark Blue
Deep Pink	Black	Black
Old English White	Black or Red	Grey
Highway Yellow	Black	Black



Austin Healey

SPRITE MK II

SPECIFICATION

ENGINE: In-line 4 cylinder, O.H.V., water-cooled, three bearing counterbalanced crankshaft. Bore 2.478 in. Stroke 3.00 in. Cubic capacity 57.9 in. (948 c.c.) Maximum B.H.P. 49.4 at 5,500 R.P.M. Maximum torque 52.5 lb. ft. at 4,000 R.P.M. Compression ratio 9.0:1.

FUEL SYSTEM: Twin HS2 semi-down draught S.U. carburetors. A.C. mechanical fuel pump. Twin air filters with paper elements and cold air intake. Fuel tank capacity 7¼ U.S. gallons.

LUBRICATION SYSTEM: Full pressure feed, wet sump. Oil pump of concentric type mounted on rear of block, driven from camshaft. External full-flow oil filter with replaceable element. Sump capacity 7¼ U.S. pints plus 1 pint for filter.

IGNITION SYSTEM: Coil and distributor with auto and vacuum control.

COOLING SYSTEM: Pressurized radiator with pump, fan and thermostat. Radiator capacity 12 U.S. pints.

CLUTCH: Single dry plate 6.25 in. diameter. Hydraulically operated by pendent pedal.

GEARBOX: Four-speed, synchromesh on second, third and fourth gears. Internal gear ratios—fourth 1.00:1; third 1.375:1; second 1.918:1; first 3.200:1; reverse 4.114:1. Overall gear ratios—fourth 4.222:1; third 5.726:1; second 8.085:1; first 13.504:1; reverse 17.361:1. Remote controlled gear change gear lever centrally positioned on floor. Gearbox housing and clutch housing of aluminum. Oil capacity 2¾ U.S. pints.

PROPELLER SHAFT: Open, with needle roller bearing

universal joints. Sliding splines between gearbox and propeller shaft.

REAR AXLE: Hypoid, three quarter floating. Ratio 4.22:1. Oil capacity 2 U.S. pints.

ROAD SPEEDS AT 1,000 R. P. M.: First 4.8 m.p.h., second 7.74 m.p.h., third 11.2 m.p.h., top 15.37 m.p.h.

STEERING: Rack and pinion—2¼ turns of steering wheel, lock to lock. Two-spoke 16 in. diameter steering wheel. Turning circle approximately 32 ft.

SUSPENSION: Front—Independent with wishbones, coil springs and lever type shock absorbers. Rear—quarter elliptic leaf springs with double acting lever type shock absorbers and radius arms.

BRAKES: Hydraulically operated brakes from pendent type pedal. Two leading shoes on front, one leading and one trailing shoe on rear. Brake drums 7 in. diameter, 1¼ in. width. Hand-brake operated from center pull-up lever with ratchet. Operates on rear wheels only. Brake lining area, 67.5 sq. ins.

ROAD WHEELS: 13 in. x 3½ in. pressed steel ventilated disc, with four-nut fixing, fitted with 5.20—13 six-ply tubeless tires.

ELECTRICAL: 12 volts, 40 amp./hr. capacity battery at 20 hour rate (43 amp./hr. at 20 hour rate). Sealed beam headlights with foot-operated dip switch. Sidelights combined with front flashers. Twin stop-tail lights combined with red reflectors. Rear number plate light and twin flashing direction indicators. Twin self-parking windshield wipers. Single horn.

INSTRUMENTS: Speedometer with trip and total mileage recorder. Tachometer. Fuel gauge. Warning lights to indicate no generator charge and headlight high beam position. Warning lights to show flashers working. Combined thermometer and oil pressure gauge. Concealed instrument illumination.

BODYWORK: Two-door, two-seater sports car of all-steel unitized construction. Hood hinged at rear and unlocked from driver's seat. Lockable trunk of 11½ cubic foot capacity. Spare wheel lies flat in trunk. Soft top together with collapsible frame can be completely removed. Side screens of detachable design with sliding panels. Curved laminated windshield held in rigid chrome frame. Each door has a large pocket and is opened by an interior door handle. Rubber mats cover driving compartment floor. A large carpeted area behind bucket seats is suitable for stowage of excess luggage. Bucket seats have foam rubber cushions and are covered in leather cloth. Wrap around bumpers front and rear are fitted with overrides. Seat belt anchorages provided as standard equipment.

COLORS: Signal Red, Speedwell Blue, Old English White, Highway Yellow, Deep Pink.

OPTIONAL EXTRAS: Heater, tonneau cover, whitewall tires, detachable hardtop, Ace-Mercury wheel discs.

DIMENSIONS: Overall length 11 ft. 5½ in.; width 4 ft. 5 in.; overall height (top up) 4 ft. 1½ in.; wheelbase 6 ft. 8 in.; track (front) 3 ft. 9¾ in.; track (rear) 3 ft. 8¾ in.; weight (unladen) approximately 1456 lbs.; turning circle approximately 32 ft.

Specifications and colors subject to change without notice.

Performance data: Speed through gears 0-60. m.p.h., 20.3 sec. Maximum speed 85 plus m.p.h. Fuel economy 35 plus m.p.g.

Product of **THE BRITISH MOTOR CORPORATION LTD.**,
makers of MG, Austin Healey, Sprite, Morris and Austin cars.

Printed in England



Printed in part in the U.S.A. 8110A—800M—362

