

## How did it begin.....

Due to demand in the late 1980s, Brian Wheeler began reproducing the Sprite Mk1 chassis. This led to eventual modifications to allow modern power trains to be incorporated whilst retaining the basic originality.

During the same period of time, Brian Archer's interest in the Sebring Sprite resulted in the production of a replica body in modern materials.

The ideas, enthusiasm and interest generated by each project brought about a collaboration which has resulted in the " New Sebring Sprite ".



By using the original Healey chassis design, Sprinzel's body shape and the Rover K series engine which replaced Austin's A series, the links with the past remain strong, but the " New Sebrings " outlook is very much towards the future.

## The New SEBRING

*Sprite*

A collaboration project  
between Brian Archer  
and Brian Wheeler

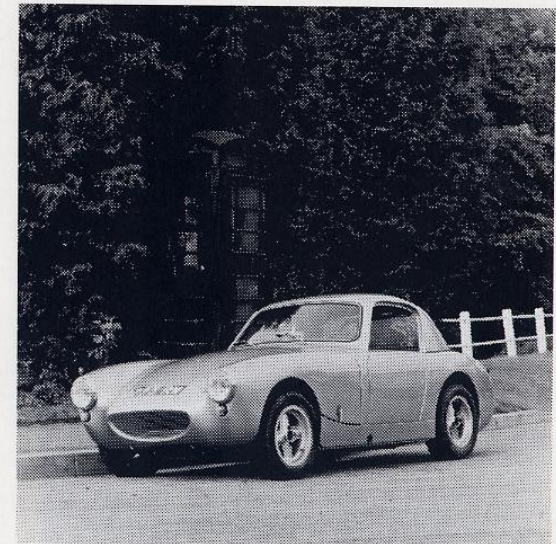
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## The New SEBRING

*Sprite*

Combining '60s Style



with '90s technology

During the late 1950's and early 1960's, no two men did more for the Austin Healey Sprite in competition than Donald Healey and John Sprinzel. In fact, both men enjoyed a considerable amount of success rallying and racing the car. During 1959, in order to homologate his racing versions, Donald Healey made available through the Donald Healey Motor Company Speed Equipment Division, much of the special equipment used on the 'works' Sprites. The Donald Healey Motor Company carried out the fitting of these parts to customers' own cars, and in doing so created a separate model known as the "Sebring Sprite" a name derived from the racing successes at Sebring, Florida U.S.A. Then, in January 1961, at the Racing Car Show, Olympia, John Sprinzel unveiled to the public his version of the Sebring Sprite. In addition to parts supplied by the Healey's Speed Equipment Division, Sprinzel's model featured attractive aluminium fixed-head coupe bodywork, incorporating a re-styled more aerodynamic fibreglass bonnet.



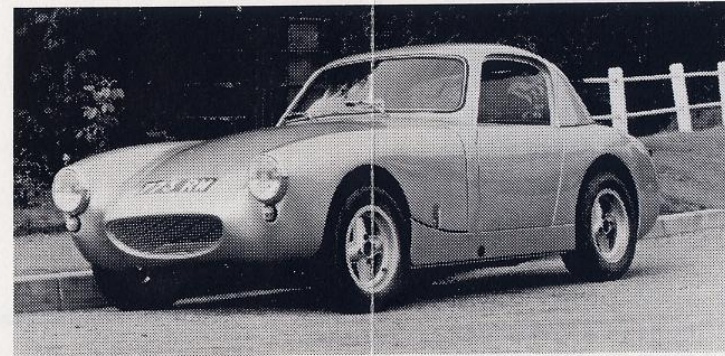
The natural progression of this car was the desire to create the ultimate Sprite: the "New Sebring", using John Sprinzel's classic '60s styling and combining it with Rover's successful K series power unit.

## Specification

### Engine: Rover K series

Cylinders	4
Bore x Stroke	75 x 79
Capacity	1396 cc
Valve gear	dohc 4 valves per cylinder
Power	140 BHP
Fuel	unleaded 95 RON

### Gearbox: Ford 5 Speed



It is intended that the car will be supplied with a full range of K series engines to suit all customer requirements.

## Body

The body can be supplied in three different materials:-

Fibreglass

Diolen

Kevlar