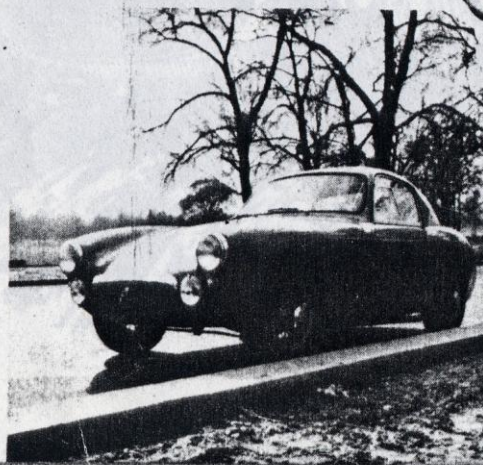
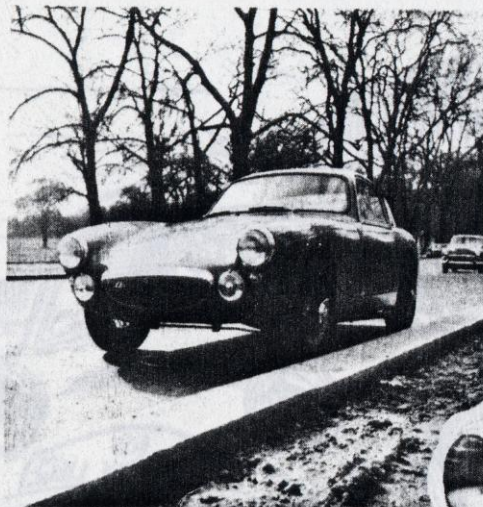
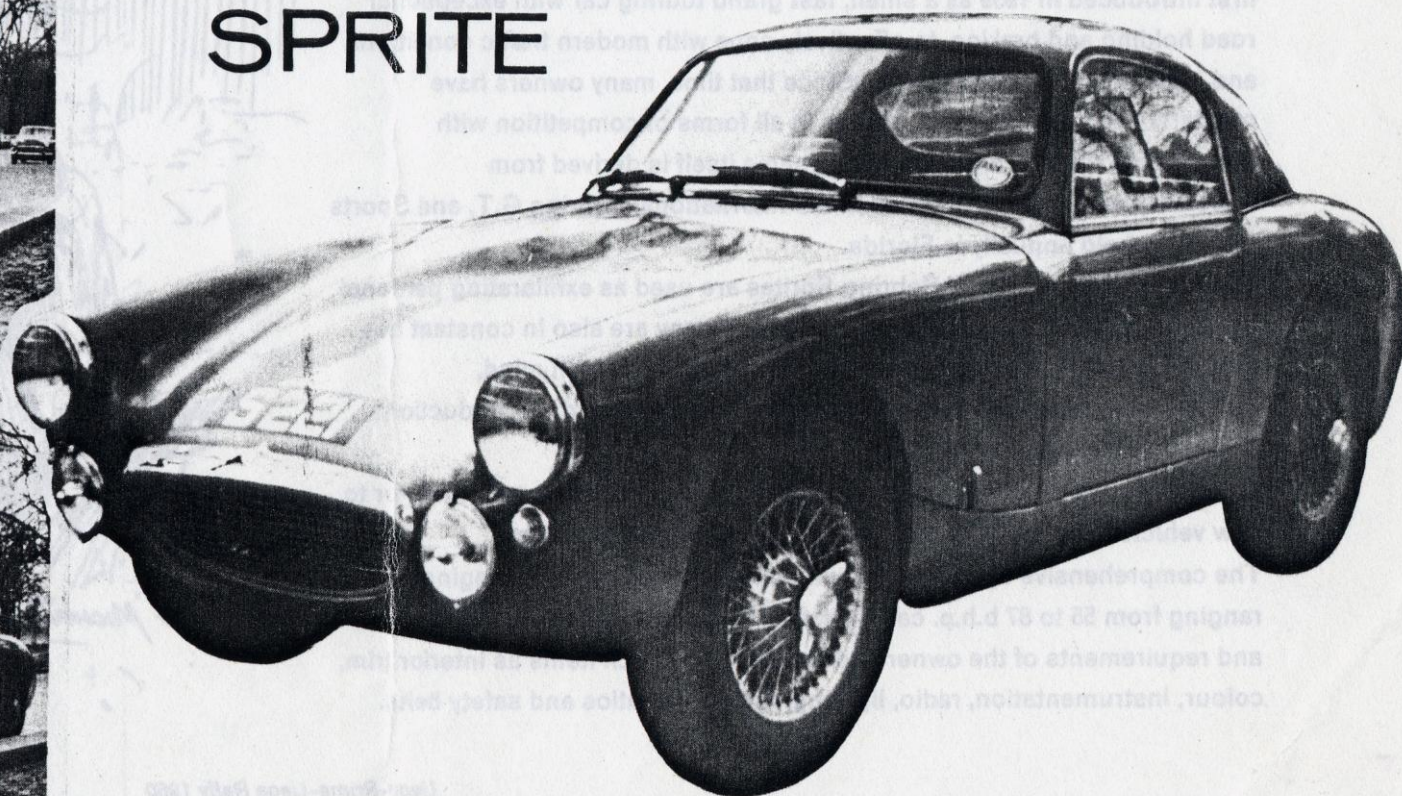


AUSTIN HEALEY



SEBRING

SPRITE



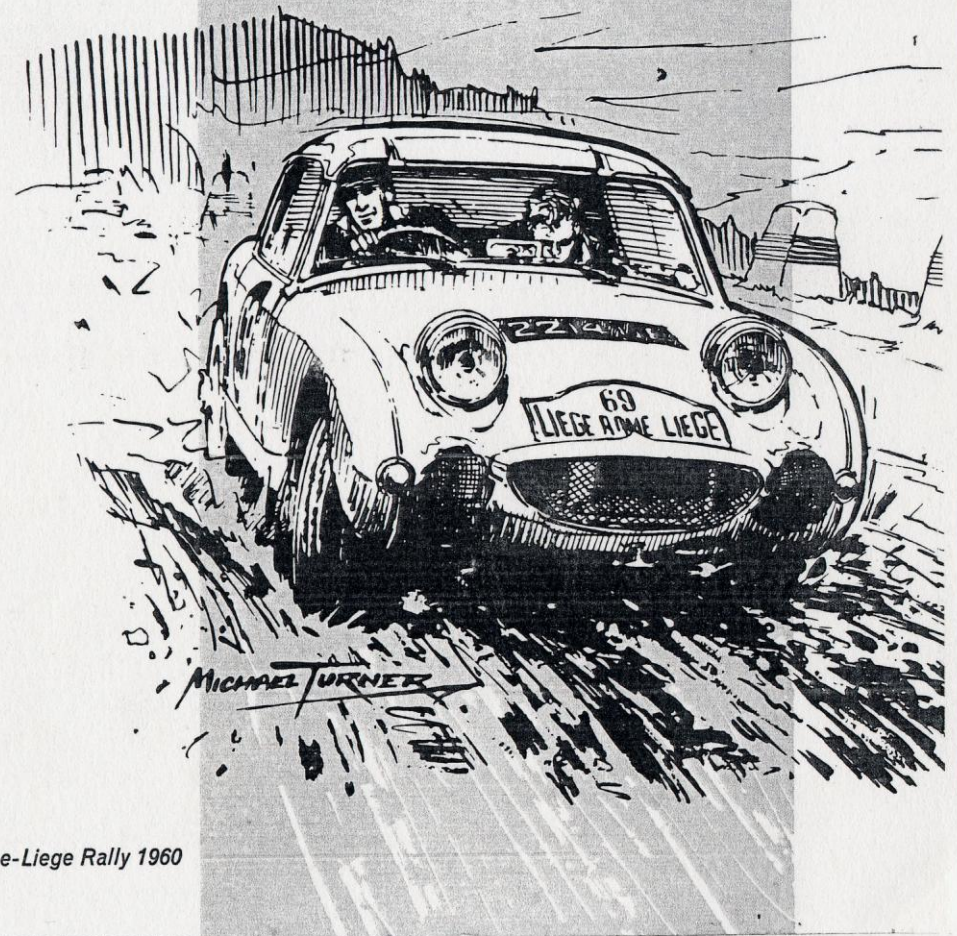
AUSTIN HEALEY

SEBRING SPRITE

This fabulous high performance version of the Austin Healey Sprite was first introduced in 1959 as a small, fast grand touring car with exceptional road holding and braking, to effectively cope with modern traffic conditions and high speed Motorway travel. Since that time, many owners have regularly used their Sebring Sprites in all forms of competition with outstanding results, and indeed, the name itself is derived from three successive class victories in the International Sebring G.T. and Sports Car races held annually in Florida.

Whilst the majority of Sebring Sprites are used as exhilarating personal transport, the factory is naturally aware that many are also in constant use for race and rally, and with this competitive requirement in mind, the cars have been fully recognised by the F.I.A. as standard production Grand Touring cars.

Sebring modifications can be carried out to customer's own cars – or to new vehicles and in either case carry a twelve month warranty. The comprehensive specification, with choice of six stages of engine tune ranging from 55 to 87 b.h.p. can be varied to suit the individual tastes and requirements of the owner and this includes such items as interior trim, colour, instrumentation, radio, lighting, final drive ratios and safety belts.



Liege-Rome-Liege Rally 1960

CATION Clutch: Single dry plate 6½" diameter. Hydraulic operation, six spring for road use, nine spring for competition.

Final drive ratios: and gear ratios: various alternatives are available to suit most requirements.

Suspension: Front independent, with wishbones, coil springs, anti-roll bar and radius arms rear quarter elliptic leaf springs; lever type hydraulic heavy duty shock absorbers.

Steering: Rack and pinion—2½ turns of 15" diameter wood rimmed steering wheel lock to lock. Turning circle approx. 31' 6".

Brakes: 8½" Front girling disc brakes, rear 8" drums, fully hydraulic.

Road Wheels: balanced 60 spoke Dunlop racing wheels, with centre knock-on chrome hubs. 5.20 x 13" tyres with tubes. Dunlop Duraband RB1 or Dunlop Racing R5 tyres.

Fuel System: AC type "Y" mechanical pump on "Road", "Supercharged" and "Sport" models. S.U. electric pump on "Competition", "Race" and "Bonneville" models. Tank capacity 6 gallons, competition 11 gallons.

Lubrication: Full pressure feed wet sump system, with full flow external oil filter and full flow oil cooler.

Ignition System: Coil and distributor. Spark plugs appropriate to degree of engine tune.

Instruments: Speedometer with trip reading, petrol gauge, combined water temperature and oil pressure gauge, ignition, flasher and high beam indicators, revolution counter. Ammeter, Halda Speedpilot, etc., optional.

Bodywork: Two-door, two seater steel mono-construction. Optional aluminium bodywork. Front-hinged fibreglass bonnet. Detachable fibreglass hardtop, or fixed head coupe in aluminium with curved laminated windscreen. Interior trim in rubber with PVC covered panels, or full de-luxe carpeting and sound proofing. Fibreglass competition seats available.

Weight: The road version weighs approximately 13 cwt (without fuel) competition versions can be brought down to 11½ cwt.

A complete range of lighting, heaters, radios, and rally equipment can be supplied on the Sebring Sprite.



SEBRING ROAD In-line 4 cylinder OHV watercooled, three bearing counter-balanced crankshaft. Bore 2.478". Stroke 3". Cubic capacity 948 c.c. Fitted with high compression solid-skirt pistons, sports camshaft and matching distributor, three branch exhaust system and silencer, 7,000 r.p.m. valve springs. Modified inlet ports and combustion chambers 9.0 to 1 compression ratio, approximately 55 b.h.p.

SEBRING SUPERCHARGED As above, but with low compression pistons, touring camshaft, Shorrock supercharger, vane type, copper/asbestos/steel cylinder head gasket, low compression cylinder head, 7,000 r.p.m. valve springs, approximately 68 b.h.p.

SEBRING SPORTS A 'Road' version, but with enlarged inlet valves polished and contoured combustion chambers, twin 1½" SU carburettors on Healey speed manifolds with balance pipe and heat shield. 9.3 to 1 compression ratio, approximately 62 b.h.p.

SEBRING COMPETITION As 'Sports' version but bored out to 2.538" giving 995 c.c. Fitted with special camshaft bearings, balanced and lightened flywheel, crankshaft, nine spring competition clutch, competition cylinder head gasket, SU electric pump. 10.0 to 1 compression ratio. Approximately 70 b.h.p.

SEBRING RACE Intended only for use on the track, in addition to the 'Competition' specification, this version has a special material racing crankshaft, the engine is balanced throughout, and the cylinder head is modified to full formula 'Junior' tune. Compression ratio up to 11.0 to 1 from 75 to 80 b.h.p.

BONNEVILLE SUPERCHARGED Also intended solely for racing, this version uses a Shorrock's supercharger in place of the twin SU's and a specially modified cylinder head. Otherwise as the 'Race' tune. Approximately 87 b.h.p.



1960 INTERNATIONAL SUCCESSES

1st in class	SEBRING
1st in class	SEBRING
1st in class	AINTREE
1st in class	LE MANS
1st in class <i>3rd overall</i>	LIEGE-ROME-LIEGE
1st in class	NURBURGRING
1st in class <i>2nd overall</i>	R.A.C.

4 hour G.T. Race

Stirling Moss

12 hour Sports Car Race

{ John Sprinzel
John Lumsden

G.T. Race

Paul Hawkins

24 hour Race

{ John Dalton
John Colgate

Rally

{ John Sprinzel
John Patten

500 Kilo Race

{ Cyril Simson
Paul Hawkins

Rally

{ John Sprinzel
Dick Bensted Smith



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