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BMC

builds a baby-
 the *Sprite*

AT LAST it's here, a small sports car based on BMC's production sedans. Though its announcement has been delayed again and again to ensure that all dealers will have them in the showroom, we are able to present the technical details below and can promise a full scale SCI road test in the August issue.

A genuine two-seater, the steel body's hood and fenders are all one piece, hinging just in front of the laminated windshield. Underneath lurks a hopped-up edition of the BMC "A" series engine, carrying two H-1 S.U. carbs and putting out eleven more horses than the milder Minor or Austin A-35 version, despite an identical compression ratio.

Mixed together by that talented omelet maker, Donald Healey, the Sprite is mechanically all-BMC. Some components are from the Minor, some from the A-35, and all in all, it looks like a very tasty dish indeed. Line forms to the left.

AUSTIN-HEALEY SPRITE

SPECIFICATIONS

POWER UNIT:

BMC "A"
 In-line four, water-cooled
 Valve Arrangement
 pushrod operated ohv, in-line
 Bore & Stroke
 2.47 x 3.00 in (62.9 x 76.2 mm)
 Stroke/Bore Ratio
 1.21/1
 Displacement
 57.8 cu in (948 cc)
 Compression Ratio
 8.3/1
 Carburetion by
 Two S. U. H-1 semi-down-draft
 Max. Power
 48 bhp @ 5000 rpm
 Max. Torque
 52 lb-ft @ 3300 rpm

DRIVE TRAIN:

Transmission ratios
 I 3.63
 II 2.37
 III 1.41
 IV 1.00
Final drive ratio
 4.22
Axle torque taken by
 radius arms

CHASSIS:

Frame
 Pressed steel monocoque body-frame structure
Suspension, front
 Coil springs and wishbones (identical to A-35)
Suspension, rear Rigid rear axle
 Quarter-elliptic leaf springs and radius arms
Shock absorbers
 Lever action hydraulic
Steering
 Rack and pinion (from Morris Minor)
 Steering wheel turns L to L
 2 1/2
Brakes
 Two leading shoe front, single leading shoe rear
Brake drum
 7 in diameter x 1 1/4 in wide
Tire size
 5.20 x 13 tubeless
Fuel capacity
 7.2 U. S. gallons

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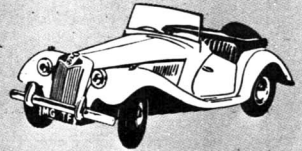
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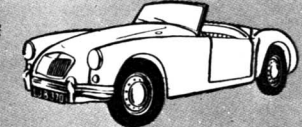
**AUSTIN
 Cambridge
 SALOON**



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