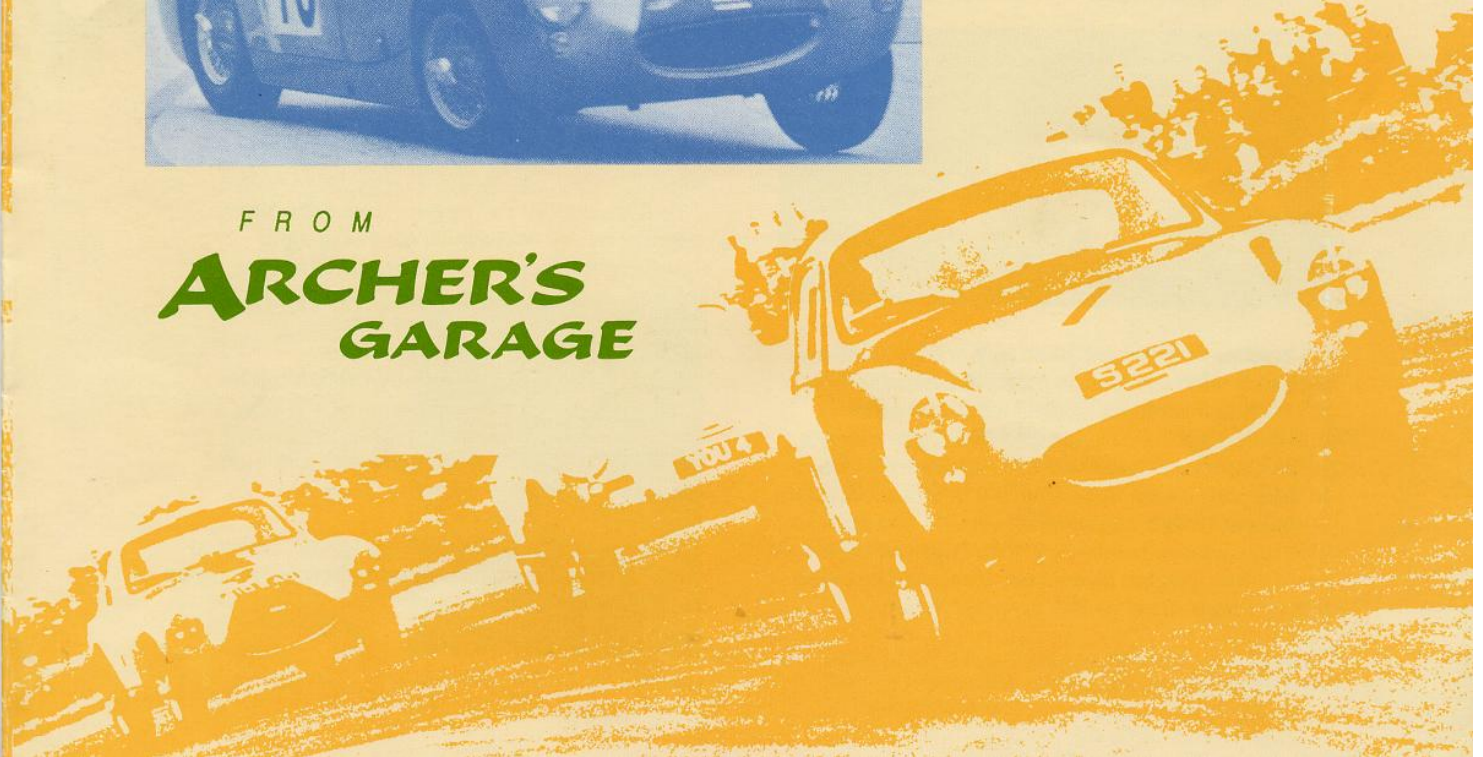


SEBRING

Sprite



FROM
**ARCHER'S
GARAGE**



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SEBRING *Sprite*

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.



These parts were supplied in package form and included such items as, a modified cylinder head, 1.5 inch carburetors; special inlet and exhaust manifolds, sports exhaust and twin pipe silencer, stiffer damper valves; anti-roll bar and oil cooler. In addition, a wire wheel option could be fitted in conjunction with a Girling disc brake conversion. The rear wheels benefitted from larger diameter rear drums. Engine sizes were increased to either 978 cc (*road tune*) or 995 cc (*race tune*).

A BRIEF HISTORY

M. TURNER



To compliment the interior a wood rimmed steering wheel was available, along with lightweight fibreglass seats in standard trim colours. A fibreglass hardtop could also be purchased, in either white or black.

The 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 racing successes at Sebring, Florida; U.S.A.

Externally, this version of the Sprite appeared quite standard (*apart from wire wheels*), retaining its steel 'froggy' bodywork.

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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.



PMO 200 receives attention from the service crew, on the 1961 RAC Rally

With its aluminium/fibreglass bodywork (produced by Williams and Pritchard Limited); and highly tuned Formula Junior engine, this car was a little more exclusive. Costing well over double that of a standard Sprite, it was obviously affordable only to a select few. It is not surprising therefore, that following its launch, only five other cars, similar to the one exhibited (Sprinzel's own - PMO 200), were constructed in readiness for the 1961 racing season.

John Sprinzel LIMITED

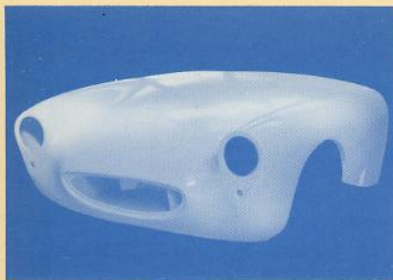


The man behind the Sebring - John Sprinzel

Inevitably, it was not long before other companies imitated the car's pretty lines, mainly Peel Coachworks and Wilson-Spratt Motors. By the end of the 1962 season, a small number of 'other' versions existed. However, it is from three of the original six* cars, that parts have been obtained to help with our re-creation of the Sprinzel Sebring Sprite.

**Although six cars were built by Williams & Pritchard, only five were evident, as two of them were simultaneously registered PMO 200.*

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Sebring Bonnet complete with all fittings and optional grille



Sebring Coupe Roof, flock lined and complete with front and rear screens



Tail Section, standard bodyshape but includes cut-away section for roof



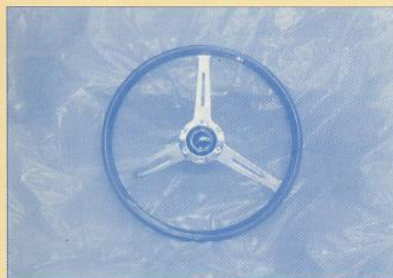
Sebring specification doors - unique to Sprinzel's version

We can now offer a range of parts that when combined, create a replica of Sprinzel's Sebring Sprite externally indistinguishable from the genuine item.

All components can be purchased separately to meet individual needs, although complete body-kits (*including detailed fitting instructions*), are available for the conversion of any Sprite or Midget.



Aluminium framed sidescreens - as fitted to PMO 200 and S 221



Exact replica of the Healey woodrim steering wheel - mahogany on alloy

In addition our workshops are able to fully rebuild your existing bodyshell, supply you with a **new** remanufactured bodyshell* or assist with just a body conversion.

Whatever your requirements, all work undertaken by ourselves is supplied painted, ready to accept the mechanical specification of your choice. Again, why not let us complete this side of your restoration for you!



Faithful reproduction of the Healey lightweight seat - choice of trim colours

In addition to the parts illustrated here, we can also supply, reproduction Healey Speed Equipment, wire wheel hubs, oil cooler and inlet manifolds.

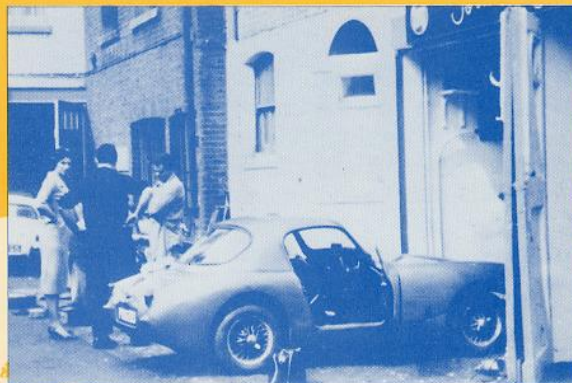
A full roll-cage (*F.I.A. approved*) and lightweight sidescreens for the more serious competitor also form part of our comprehensive list of equipment.

** Details available on request*

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The roof, rear panelling and door skins of the original cars were constructed in aluminium. The bonnet and door shells utilised fibreglass.

Our replica Sebring Sprite uses fibreglass in the main, although Diolen or Kevlar are available to special order.



*The workshops of John Sprinzel Limited,
32 Lancaster Mews, Paddington, London*

All parts used to make up our Sebring, are faithfully reproduced to correct specification from genuine components.

The bonnet has been moulded from a virtually new item, while doors and roof mouldings (*including front and rear screens*), were created using the originals from the ex-Ian Walker Sebring, registration WJB 707.

The sidescreen designs were copied using the genuine items from the ex-Cyril Simson car, S221. Again exact copies were obtained, of the original Healey Motor Company; lightweight racing seats, from the ex-Andrew Hedges Sebring registered 410 EAO.

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In its day a redoubtable opponent on the race tracks of the world, the Sebring Sprite was driven by some of the great names in motor racing - Stirling and Pat Moss, Paul Hawkins; Andrew Hedges and Ian Walker.

Holder of numerous class wins and lap records (WJB 707 still retains the lap record for its class, at the now defunct Crystal Palace circuit), the Sebrings' success during the early sixties has largely been forgotten. Team Awards were gained at both the Nurburgring and during the 1961, 750 MC - 6 Hour Relay race. The latter event was probably the Sebrings' greatest victory, lapping the Silverstone circuit quicker than both the M.G.A. Twin-Cams and 'Big Healeys'.



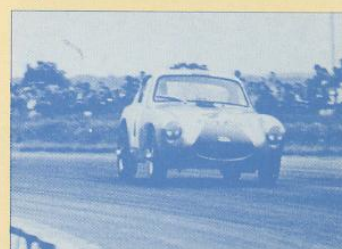
410 EAO - Andrew Hedges



WJB 707 - Ian Walker



D 20 - David Seigle-Morris



S 221 - Cyril Simson

Today, with only three of the six cars built by Williams and Pritchard, known to survive, the Sebring Sprite is a most desirable and highly prized small sports car.

ARCHER'S GARAGE

Archer's Garage Limited has over 20 years experience restoring and maintaining classic British sportscars. We pride ourselves on the use of traditional craftsmans skills, combined with an eye for precise detail. Our extensive knowledge of Sprites and Midgets however, has made us one of the leading restoration specialists for these models.

A natural progression of this was the desire to create a replica of the 'ultimate' Sprite - THE SEBRING, produced by John Sprinzel Limited, with bodywork created by Williams & Pritchard.

With the multitude of various historic races and rallies on offer at present, our Sebring Sprite replica would enrich the atmosphere of any event by its presence, and undoubtedly prove a formidable competitor.

If on the other hand, you have no desire to enter into competition - our Sebring will again provide you with a distinctive, yet practical road car, guaranteed to turn heads and attract admiring glances.

We look forward to hearing from you!

Brian Archer