

New Sprite.



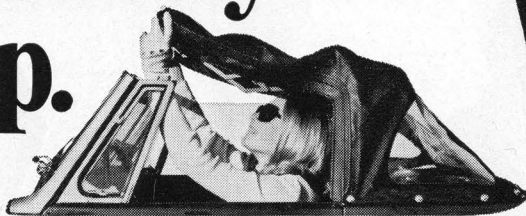
Bigger engine.



Smooother clutch.



Quick and easy folding top.



Still under \$2,000.*



When the Austin Healey Sprite keeps on winning more fame and glory than anything else in its class, you know it has to be good. But

there's no law that says you can't go and make it even better. Take the Sprite's new 1275cc. engine. It's the same basic engine that powered prototype Sprites to victory in their class at Sebring and Le Mans. It runs more quietly and smoothly, wears longer with no babying, and raises the horsepower 10%—from 59 to 65.

With more torque at lower revs and more power at higher revs, the flexibility of the engine is markedly improved along with acceleration and maximum speed. Even so, you can still get 30 thrifty miles to the gallon.

Other new touches: New easy folding top with 3.3-square foot rear window. New 6½-inch diaphragm clutch that works smoothly with minimum pedal pressure.

Plus, of course, race-bred rack-and-pinion steering and low-slung, road-gripping suspension for masterful cornering and road handling. Self-adjusting disc brakes up front for positive stops. And the comfort of wind-up windows and foam bucket seats. One thing is still the same. The Sprite is still the lowest-priced true sports car in America. Stop in at your MG/Austin Healey dealer and see how much more sports car you can now get for under \$2,000.



Sprite: another action car from the sign of the Octagon.