

**HSR Supplemental Regulations (BMC-2):
Austin Healey Sprite Mk II & MG Midget (1961-1979)**

(last revised 1/23/19)

Vintage Production Category

HSR Group 2

The following cars are covered under these regulations:

- (1961-1962) Austin-Healey Sprite Mk II & MG Midget Mk I (948cc)
- (1963-1967) Austin-Healey Sprite Mk III & MG Midget Mk II (1098cc)
- (1968-1974) Austin-Healey Sprite Mk IV & MG Midget Mk III (1275cc)
- *(1975-1979) MG Midget 1500 (1493cc)



Engines: .047" (1.2mm) maximum overbore allowed, **stroke must remain standard**

(948cc) Bore x stroke.....	2.48" x 3.00"	
(1098cc) Bore x stroke.....	2.54" x 3.30"	
(1275cc) Bore x stroke.....	2.78" x 3.21"	
	Standard carburetion.....	Two 1 1/4" or 1 1/2" S.U.
	Block & head material.....	Cast iron
(1493cc) Bore x stroke.....	2.9" x 3.445"	
	Block & head material.....	Cast iron
	Standard Carburetion.....	One 1 1/2" Stromberg SD/Zenith CD



Transmissions: BMC 4-speed, ratios free

Chassis: 2-seat steel body roadster w/ integral frame. Coil front springs, live-axle leaf spring rear suspension.

Wheelbase:	80"		
Track dimension:	Front...46.4", +/- 2"	Rear...45", +/- 2"	
Wheels:	948cc, 5" x 13"	1098cc, 5.5" x 13"	1275/1493cc, 6" x 13"
Brakes:	8.3" Discs F	7" Drum R	

Official weight, measured without fuel & driver, all tolerances included:	948cc...1378/*1553#	1098cc...1393/*1568#
*Optional Including Driver	1275cc...1404/*1579#	1493cc...1520/*1695# (1978 PCS)

Level 1: Period Correct Specifications and Options (1969 SCCA GCR/PCS)

- Stock crankshaft, connecting rods, rocker arms; may be lightened and balanced
- Stock cylinder head may be milled, ported and polished
- Engine block and head must be clearly identifiable as correct for model
- Single Weber DCOE carburetor & manifold, (FIA); except 1500cc
- Camshaft, exhaust system free
- Substitution of any alternator for the standard generator, but not removal
- Springs may be replaced with others of the same material and that fit without modifying the mounting points
- Sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Rear axle ratios: 3.73, 4.22, 4.55, 4.88, 5.12, 5.38

- Rear axle locating devices allowed
- Limited slip differential
- PCS listed gearbox ratios
- p/n Q2491 Alfin rear brake drums
- p/n 8G8732 Servo brake kit
- p/n Q2350 Cold air box
- p/n Q2424/31 Wire wheels
- Removal of bumpers
- No spoilers or air dams
- Passenger seat in place
- Metal or GRP hardtop



- Removal of turn signals and parking lamps. **Head and taillights must remain in place**
- Removal of windscreen, (a suitable racing screen must replace the standard unit)
- No flares or unlisted alternate body parts

Safety modification: add 1" rebound block in front suspension



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Level 2: Additional Specifications and Options (HSR-Generally accepted for Vintage Racing)

Aftermarket crankshaft, connecting rods, rocker arms

Any A-series block may be used to build any size motor as long the resultant bore and stroke are correct

Transistor or MSD type electronic ignition, must be triggered from distributor

Accusump

Gearbox and rear axle ratios free

Alternate rear axle to obtain a "floater" design

Removal of headlights and passenger seat

A front damper auxiliary top link may be fitted to form a triangular wishbone

Tube type shocks may replace lever type at the rear only; may not be coil-over

May have either ¼ or ½ elliptical springs and rectangular or round wheel openings

Double rear axle bearings; SKF 6207-2RS1/C3HT51 Berry Bearing) or MRC 207-SZZ/H501 (Winner's Circle)

Specifically prohibited:

Relocating the leaf spring attachment points on the chassis

Fabricated control arms (A-frames)

Remote reservoir shock absorbers

Metal or hard tonneau cover

Undocumented fiberglass body parts

Wheel arch flares

