

HSR Supplemental Regulations (BMC-3):

(last revised 1/24/19)

MGA (1955-1962)**HSR Group 2**

Vintage Production Category

The following cars are covered under these regulations:

- (1955-1959) MGA 1500 (1489cc)
- (1959-1961) MGA 1600 Mark I & DeLuxe (1588cc)
- (1961-1962) MGA 1600 Mark II & DeLuxe (1622cc)
- (1958-1960) MGA Twin Cam (1588cc)



Engines: .047" (1.2mm) maximum overbore allowed
 (1489cc) Bore x stroke.....2.88" x 3.50"
 (1588cc) Bore x stroke.....2.97" x 3.50"
 (1622cc) Bore x stroke.....3.00" x 3.50"
 Block material.....cast iron, (3-main & 5-main MGB blocks may be sleeved to correct bore)
 Head material.....cast iron or alloy (twin cam only)
 Carburetion.....two S.U. (see alternates below)

Transmissions: BMC/Austin/Morris 4-speed, ratios free (MGB 4-synchro gearbox allowed with no overdrive)

Chassis: 2 seat roadster or fixed-roof coupe, steel & alloy bodywork
 Wheelbase.....94"
 Track dimension, front.....47.5", +/- 2"
 Track dimension, rear.....48.75", +/- 2"
 Wheels.....5 1/2" x 15" (all tolerances included)
 Brakes.....10" drum F.....10" drum R

*Official weight, measured without fuel & driver, all tolerances included:

1500/1600/1622 1825#.....Twin Cam - 2055#

Car may optionally be weighed including Driver: 2000# 2230#

HSR approved options:

Safety modification: fit later steering arms and stub axles to prevent cracking of earlier arms

Safety modification: fit later MGB king pin to prevent cracking at base of threaded portion

Internal engine parts are free including roller rockers

Accusump

MSD type electronic ignition, must be triggered from distributor

Derrington type 8-port alloy cylinder head w/dual Weber DCOE carbs (will result in reclassification)

Alloy 5-port cyl. head (must add 25# weight in engine compartment forward of head, no allowance in official weight)*

Single Weber DCOE carburetor and manifold

Dual Weber carbs and manifold (Twin Cam only)

11" front & rear disc brakes (Lockheed "Sebring" package)

Alfin brake drums

Alloy bonnet, trunk lid, and doors

Alloy or fiberglass head rest fairing & lower front valence panel

Tube type shocks may replace lever type (rear only)

Removal of windscreen (a suitable racing screen must replace the standard unit)

Removal of bumpers

Removal of turn signals and parking lamps (head and tail lights must remain in place)

Substitution of any alternator for the standard generator

Removal of passenger seat

Rear axle locating Panhard bar

Springs, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct

Any other option not already listed that appears on the FIA recognition forms

Items specifically not allowed:

- Unlisted fiberglass body parts
- Wheel arch flairs
- Hard tonneau cover

