

HSR Supplemental Regulations (BMC-4):

(last revised 1/13/23)

MGB (1962-1980)**HSR Group 2**

Vintage Production Category

The following cars are covered under these regulations:

(1962-1980) MGB (1798cc)

Models may be updated or backdated within this range

**Engines:**

.047" (1.2mm) maximum overbore allowed
 (1798cc) Bore x stroke.....3.16" x 3.50"
 Head & Block material...cast iron, 3 main & 5 main blocks allowed in all models
 Carburetion.....Two 1 1/2" S.U. or Two Stromberg CD

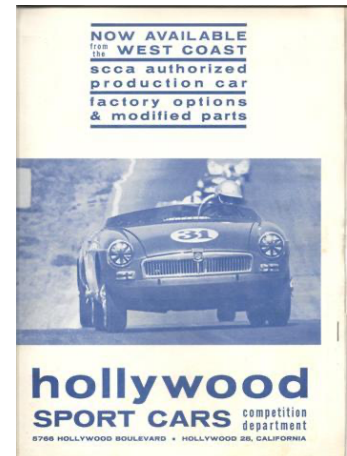
Transmissions: BMC/BL 4-speed, Laycock overdrive optional (4-synchro gearbox allowed in all models)**Chassis:** 2-seat roadster or fixed-roof GT coupe, steel construction. Front coil springs, rear live axle with leaf springs.

Wheelbase.....91"
 Track dimension, front...50.1", +/- 2 rear...49.6", +/- 2"
 Wheels.....6 1/2" x 14/15" (all tolerances included)
 Brakes.....10.75" Disc F 10" Drum R

Official weight, measured without driver and fuel, all tolerances included: Roadster: 1950#

Car may optionally be weighed including Driver: 2125#*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
- Camshaft, exhaust system free
- AEH 642/644 HD connecting rods
- 1 3/4" SU carbs and manifold
- Single Weber DCOE carburetor & manifold, (FIA)
- 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 stock mounting points
- Sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Rear axle ratios: 3.91, 4.10, 4.30, 4.55, 4.88
- Rear axle locating devices allowed
- Limited slip differential
- Alfin brake drums
- p/n 8G8732 Servo brake kit
- Stock aluminum or steel bonnet
- Removal of windscreen, (a suitable racing screen must replace the standard unit)
- Removal of bumpers
- Removal of turn signals and parking lamps.
- No spoilers or air dams
- Passenger seat in place
- Le Mans/Sebring GRP bonnet (FIA)
- Perspex headlight covers (FIA)
- Metal or GRP hardtop
- No flares or unlisted alternate body parts

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

- Aftermarket crankshaft, connecting rods, rocker arms
- Accusump
- Transistor or MSD type electronic ignition, must be triggered from distributor
- *Derrington type 8-port alloy cylinder head w/dual Weber DCOE carbs, (move up class)
- *Aluminum 5-port cylinder head, (add 50# to official weight)
- Tube type shocks may replace lever type at the rear only; may not be coil-over
- Alternate rear axle to obtain a "floater" design
- *Alternate 4-speed production gearbox
- Removal of headlights
- Removal of passenger seat

**Note: Items marked * subject to reclassifying or weight penalty**

Level 3: Additional Specifications and Options (post 1972 SCCA)

- Factory spec fiberglass body parts
- Flat plate spoiler or molded "air dam"
- Modified wheel arches (flares)

Specifically prohibited:

- Relocating the leaf spring attachment points on the chassis
- Relocating the front chassis cross member
- Fabricated control arms or extra links (A-frames)
- Remote reservoir shock absorbers
- Metal or hard tonneau cover



Additional acceptable specifications

"Le Mans" style GRP front fenders



2004cc "Sebring" engine and 15" wheels, "Sebring Replica" MGB/GT only



1975 – 1980 "Rubber Bumper" configuration

