

**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 Class VP5 (1275, 1493) VP6 (1098) VP7 (948)**

**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 ¼" or 1 ½" 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 ½" 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", Rear – 45", front and rear +/- 2"

Wheels: 948cc – 5" x 13" 1098cc – 5.5" x 13" 1275/1493cc – 6" x 13"

Brakes: 8.3" Discs Front 7" Drum Rear

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**



**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

