5TH CATEGORY - HISTORIC RACING
GROUP S
APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with an Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current Motorsport Australia Manual.

Make of Car:	Austin Healey	**Model:**	BN1 BN2 100M
Period of Original Manufacture:	5/1953 – 7/1956		
Motorsport Australia Historic Group:	Sa		
Date of Issue of this Document:	31/12/2024		

Update Log

30/6/2022	Document layout
31/12/2024	Inclusion of kerb and minimum racing weights

SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Steel Box section ladder frame with cruciform bracing
Period of Manufacture:	1953 - 1956
Manufacturer:	Austin
Chassis Number From:	138031 >>>
Chassis Number location:	Firewall
Material:	Steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Independent front suspension, Upper and lower wishbone			
Spring Medium:	Coil			
Damper Type:	Armstrong – lever arm		**Adjustable:**	No
Anti-sway bar:	Yes		**Adjustable:**	Optional
Suspension adjustable:	No	**Method:**	N/A	
Comments:	Spring rates and ride heights may be adjusted			

1.3. REAR SUSPENSION

Description:	Live axle			
Spring Medium:	Semi elliptic leaf			
Damper Type:	Armstrong – lever arm		**Adjustable**	No
Anti-sway bar:	No		**Adjustable:**	N/A
Suspension adjustable:	No	**Method:**	N/A	
Comments:	Spring rates and ride heights may be adjusted. Fore and aft location improvements allowed			

1.4. STEERING

Type:	Cam and peg	**Make:**	Austin
Comments	None		

1.5. BRAKES

	Front	**Rear**
Type:	Drum	Drum
Dimensions:	280 mm	280 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girling	
Caliper type:	Fixed	
Material:	Cast iron	
Master cylinder make:	Girling	
Type:	Single	
Adjustable bias:	No	
Servo Fitted:	No	
Comments:	Dual or tandem master cylinders permitted	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	Austin		
Model:			
No. cylinders:	Four	**Configuration:**	In line
Cylinder Block-material:	Cast iron	**Two/Four Stroke:**	Four
Bore - Original:	87.3 mm	**Max allowed:**	88.8 mm
Stroke - original:	111 mm	**Max allowed:**	111 mm
Capacity - original:	2660 cc	**Max allowed:**	2748 cc
Identifying marks:			
Cooling method:	Liquid		
Comments:	Reproduction alloy blocks not permitted		

2.2. CYLINDER HEAD

Make:	Austin				
No. of valves/cylinder:	Two	**Inlet:**	One	**Exhaust:**	One
No. of ports total:	Five	**Inlet:**	Two	**Exhaust:**	Three
No. of camshafts:	One	**Location:**	Block	**Drive:**	Chain
Valve actuation:	Pushrod				
Spark plugs/cylinder:	One				
Identifying marks:					
Comments:	Reproduction alloy/iron heads not permitted				

2.3. LUBRICATION

Method:	Wet sump	**Oil tank location:**	N/A
Dry sump pump type:	N/A	**Location:**	N/A
Oil cooler standard:	No	**Location:**	N/A
Comments:	Oil cooler allowed		

2.4. IGNITION SYSTEM

Type:	Points, Coil and Distributor
Make:	Lucas
Comments	None

2.5. FUEL SYSTEM

Carburettor Make:	SU	**Model:**	H4
Carburettor Number:	Two		
Size:	2”		
Fuel injection Make:	N/A	**Type:**	N/A
Supercharged:	No	**Type:**	N/A
Comments:	None		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	Borg and Beck
Type:	Dry plate
Diameter:	229 mm
No. of Plates:	One
Actuation:	Mechanical
Comments:	Clutch and method of actuation are free

3.2. TRANSMISSION

Type - BN1:	3 speed syncromesh (Laycock and de Normanville overdrive)
Type – BN2:	4 speed syncromesh (Laycock and de Normanville overdrive)
Make:	Austin
Gearbox location:	Behind engine
No. forward speeds:	Three or four
Gearchange type and location:	Floor remote
Case material:	Cast iron
Identifying marks:	N/A
Comments:	BN1 may use a 4 speed gearbox

3.3. FINAL DRIVE

Make:	Austin	**Model:**	
Ratios:	Various		
Differential type:	Hypoid from chassis 221536		
Comments:	None		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	One
Location:	Overdrive to final drive
Description:	Tubular with universal joints
Comments:	None

3.5. WHEELS & TYRES

Wheel type - Original:	Wire	**Material - Original:**	Steel
Wheel type - Allowed:	Wire Steel disc Period alloy	**Material - Allowed:**	Steel Period alloy
Fixture method:	Central hub Bolt	**No. studs:**	N/A

Wheel dia. & rim width	**FRONT**	**REAR**
Original:	4” x 15”	4” x 15”
Allowed	5” x 15”	5” x 15”
Tyre Section:		
Original:		
Allowed:	195/60 x 15”	195/60 x 15”
Aspect ratio - minimum:	60% minimum aspect ratio.	
Comments:	Refer approved tyre list. Rim size limited to combination that will fit under standard wheel arch. Alloy wheels should be Minilite type.	

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4.1. FUEL SYSTEM

Tank Location:	Rear	**Capacity:**	54 litres
Fuel pump, type:	Electrical	**Make:**	SU
Comments:	Fuel pumps are free		

4.2. ELECTRICAL SYSTEM

Voltage:	Twelve 2 x 6 volt	**Alternator fitted:**	Generator
Battery Location:	Behind seats		
Comments:	None		

4.3. BODYWORK

Type:	Two seat roadster	**Material:**	Steel
No. of seats:	Two	**No. doors:**	Two
Comments:	BN2 has slightly larger front wheel arches, different rear axle. 100M had front suspension stiffened and the bonnet gained louvres, along with a bonnet belt.		

4.4. DIMENSIONS

Track - Front:	1270 mm	**Rear:**	1285 mm
Wheelbase:	2290 mm	**Overall length:**	3830 mm
Approved Manufacturer's kerb weight:	915 kg		
Approved minimum racing weight:	830 kg		
Comments:	Track may vary dependent upon wheels fitted		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix