



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.

<b>Make of Car:</b>	MG	<b>Model:</b>	Midget Mark I Mark II Mark III
<b>Period of Original Manufacture:</b>	Mark I – 1961 – 1962 Mark II – 1963 – 1966 Mark III – 1966 - 1974		
<b>Motorsport Australia Historic Group:</b>	Sb		
<b>Date of Issue of this Document:</b>	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

<b>Description:</b>	Unitary construction
<b>Period of Manufacture:</b>	Mark I – (948cc & 1098cc) – 1961 - 1962 Mark II – (1098cc) – 1963 - 1966 Mark III – (1275cc) 1966 –1974
<b>Manufacturer:</b>	BMC - Austin – Healey
<b>Chassis Number From:</b>	GAN1/..... up to and including GAN6/..... GAN1-L/..... up to and including GAN6-L/..... for left hand drive GAN4-U/..... up to and including GAN6-U/..... for North American cars after 1967 From 1969 onwards North American cars included an extra letter after the U to indicate the year of build, for example GAN6-UJ/.....
<b>Chassis Number location:</b>	Mark I, Mark II – plate attached to the sloping ‘chassis’ rail beneath the air filter Mark III - stamped into the driver’s side front foot well just in front of the jacking cross member. For North American cars from January 1969 the chassis plate was riveted to the top of the scuttle adjacent to the windscreen demister slot on the driver’s side. The number was also stamped into the front right hand shock absorber mounting just behind the shock absorber body. There is also a further plate riveted to the right hand B post door shut face. From the middle of 1969 the chassis plate was omitted altogether, the number was then stamped into the left hand upper foot well panel near the battery.
<b>Material:</b>	Steel
<b>Comments</b>	none

### 1.2. FRONT SUSPENSION

<b>Description:</b>	Independent by wishbones		
<b>Spring Medium:</b>	Coil		
<b>Damper Type:</b>	Armstrong – lever arm	<b>Adjustable:</b>	No
<b>Anti-sway bar:</b>	No	<b>Adjustable:</b>	N/A
<b>Suspension adjustable:</b>	No	<b>Method:</b>	N/A
<b>Comments:</b>	Spring rates and ride heights may be adjusted. Fitment of anti-sway bar permitted		

### 1.3. REAR SUSPENSION

<b>Description:</b>	Live rear axle		
<b>Spring Medium:</b>	Mark I & Mark II - Quarter elliptic Mark III – semi – elliptic		
<b>Damper Type:</b>	Armstrong – lever arm	<b>Adjustable</b>	No
<b>Anti-sway bar:</b>	No	<b>Adjustable:</b>	N/A
<b>Suspension adjustable:</b>	No	<b>Method:</b>	N/A
<b>Comments:</b>	Spring rates and ride heights may be adjusted. Fore and Aft location allowed Telescopic dampers allowed		

### 1.4. STEERING

<b>Type:</b>	Rack and pinion	<b>Make:</b>	BMC
<b>Comments</b>	None		

### 1.5. BRAKES

	Front	Rear
<b>Type – Mark I:</b>	Drum	Drum
<b>Dimensions:</b>	178 mm x 32 mm	177 mm x 32 mm
<b>Type – Mark II &amp; III:</b>	Disc	Drum
<b>Dimensions:</b>	210 mm mm	177 mm x 32 mm
<b>Material of drum/disc:</b>	Cast iron	Cast iron
<b>No. cylinders/pots per wheel:</b>	Two	One
<b>Actuation:</b>	Hydraulic	Hydraulic
<b>Caliper make:</b>	Lockheed	
<b>Caliper type:</b>	Fixed	
<b>Material:</b>	Cast iron	
<b>Master cylinder make:</b>	Lockheed	
<b>Type:</b>	Single	
<b>Adjustable bias:</b>	No	
<b>Servo Fitted:</b>	No	
<b>Comments:</b>	Dual or tandem master cylinders permitted. Servo permitted	

## SECTION 2 - ENGINE

### 2.1. ENGINE

<b>Make:</b>	Austin Healey		
<b>Model:</b>	"A" series		
<b>No. cylinders:</b>	Four	<b>Configuration:</b>	In line
<b>Cylinder Block-material:</b>	Cast iron	<b>Two/Four Stroke:</b>	Four
<b>Bore – Original – Mk I (948cc):</b>	62.9 mm	<b>Max allowed:</b>	64.4 mm
<b>Stroke – original – Mk I (948cc):</b>	76.2 mm	<b>Max allowed:</b>	76.2 mm
<b>Capacity – original Mk I (948cc):</b>	948 cc	<b>Max allowed:</b>	994 cc
<b>Bore – Original – Mk II (1098cc):</b>	63.0 mm	<b>Max allowed:</b>	64.5 mm
<b>Stroke – original – Mk II (1098cc):</b>	83.7 mm	<b>Max allowed:</b>	83.7 mm
<b>Capacity – original Mk II (1098cc):</b>	1098 cc	<b>Max allowed:</b>	1149 cc
<b>Bore – Original – Mk III (1275cc):</b>	70.6 mm	<b>Max allowed:</b>	72.1 mm
<b>Stroke – original – Mk III (1275cc):</b>	81.3 mm	<b>Max allowed:</b>	81.3 mm
<b>Capacity – original Mk III (1275cc):</b>	1275 cc	<b>Max allowed:</b>	1328 cc
<b>Identifying marks:</b>			
<b>Cooling method:</b>	Liquid		
<b>Comments:</b>	None		

### 2.2. CYLINDER HEAD

<b>Make:</b>	Austin Healey BMC "A" series		
<b>No. of valves/cylinder:</b>	Two	<b>Inlet:</b> One	<b>Exhaust:</b> One
<b>No. of ports total:</b>	Five	<b>Inlet:</b> Two	<b>Exhaust:</b> Three
<b>No. of camshafts:</b>	One	<b>Location:</b> Block	<b>Drive:</b> Chain
<b>Valve actuation:</b>	Pushrod and rockers		
<b>Spark plugs/cylinder:</b>	One		
<b>Identifying marks:</b>			
<b>Comments:</b>	None		

### 2.3. LUBRICATION

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

### 2.4. IGNITION SYSTEM

<b>Type:</b>	Points, Coil and Distributor
<b>Make:</b>	Lucas
<b>Comments:</b>	None

### 2.5. FUEL SYSTEM

<b>Carburettor Make:</b>	SU	<b>Model:</b>	Hs2
<b>Carburettor Number:</b>	Two		
<b>Size:</b>	1.125"		
<b>Fuel injection Make:</b>	N/A	<b>Type:</b>	N/A
<b>Supercharged:</b>	No	<b>Type:</b>	N/A
<b>Comments:</b>	Carburettor bore sizes are free. Single Weber DCOE45 13 permitted. Two 1 ½" SU's allowed.		

**SECTION 3 - TRANSMISSION**

**3.1. CLUTCH**

<b>Make:</b>	Borg and Beck
<b>Type:</b>	Mk I - Coil spring Mk II – Coil spring Mk III - Diaphragm
<b>Diameter:</b>	Mk I - 156 mm Mk II – 184 mm Mk III – 159 mm
<b>No. of Plates:</b>	One
<b>Actuation:</b>	Hydraulic
<b>Comments:</b>	Clutch and method of actuation are free

**3.2. TRANSMISSION**

<b>Type:</b>	4 speed syncromesh
<b>Make:</b>	BMC 'A' series
<b>Gearbox location:</b>	Behind engine
<b>No. forward speeds:</b>	Four
<b>Gearchange type and location:</b>	Central Floor
<b>Case material:</b>	Aluminium
<b>Identifying marks:</b>	
<b>Comments:</b>	Ratios are free

**3.3. FINAL DRIVE**

<b>Make:</b>	BMC	<b>Model:</b>	BMC 'A' series
<b>Ratios:</b>	Various		
<b>Differential type:</b>	Free		
<b>Comments:</b>	Limited slip differential permitted. Ratios free		

**3.4. TRANSMISSION SHAFTS (EXPOSED)**

<b>Number:</b>	One
<b>Location:</b>	Gearbox to final drive
<b>Description:</b>	Tubular with universal joints
<b>Comments:</b>	None

**3.5. WHEELS & TYRES**

<b>Wheel type - Original:</b>	Disc Wire	<b>Material - Original:</b>	Steel
<b>Wheel type - Allowed:</b>	Period alloy	<b>Material - Allowed:</b>	Steel Period alloy
<b>Fixture method:</b>	Studs Knock off	<b>No. studs:</b>	Four
<b>Wheel dia. &amp; rim width</b>	<b>FRONT</b>		<b>REAR</b>
<b>Original:</b>	Disc - 3.5" x 13" Wire – 4" x 13"		Disc - 3.5" x 13" Wire – 4" x 13"
<b>Allowed</b>	5" x 13"		5" x 13"
<b>Tyre Section:</b>			
<b>Original:</b>	5.20 x 13"		5.20 x 13"
<b>Allowed:</b>	165 x 13"		165 x 13"
<b>Aspect ratio - minimum:</b>	60% minimum aspect ratio.		
<b>Comments:</b>	Refer approved tyre list. Rim and tyre size limited to combination that will fit under standard wheel arch. Alloy wheels to be "Minilite" style		

## SECTION 4 GENERAL

### 4.1. FUEL SYSTEM

<b>Tank Location:</b>	Under boot floor	<b>Capacity:</b>	27.3 litres
<b>Fuel pump, type:</b>	Mechanical	<b>Make:</b>	AC
<b>Comments:</b>	Fuel pumps are free		

### 4.2. ELECTRICAL SYSTEM

<b>Voltage:</b>	Twelve	<b>Alternator fitted:</b>	Mk I, Mk II - Generator Mk III - Alternator
<b>Battery Location:</b>	Between engine and scuttle		
<b>Comments:</b>	None		

### 4.3. BODYWORK

<b>Type:</b>	Open Sports	<b>Material:</b>	Steel
<b>No. of seats:</b>	Two	<b>No. doors:</b>	Two
<b>Comments:</b>	Hardtop allowed		

### 4.4. DIMENSIONS

<b>Track - Front:</b>	1160 mm	<b>Rear:</b>	1140 mm
<b>Wheelbase:</b>	2030 mm	<b>Overall length:</b>	3490 mm
<b>Approved Manufacturer's kerb weight:</b>	714 kg		
<b>Approved minimum racing weight:</b>	637 kg		
<b>Comments:</b>	None		

### 4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations
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**Appendix**