



Austin Healey (1953-1967)

as prepared for SVRA Group 1 or 3 competition

The following cars are covered under these regulations:

- (1953-1956) Austin-Healey 100, 100M, 100S; BN1 & BN2 (2660cc)
- (1956-1959) Austin Healey 100/6; BN4 & BN6 (2639cc)
- (1959-1967) Austin-Healey 3000; BN7, BT7, BJ8 (2912cc)

Engines:

(2660cc) Bore x stroke.....3.44" x 4.38"
 (2639cc) Bore x stroke.....3.13" x 3.55"
 (2912cc) Bore x stroke.....3.28" x 3.50"
 Block material.....cast iron
 Head material.....cast iron

Carburation:

Two or three S.U.

Suspension :

Front suspension is independent using coil springs and at the rear is a rigid axle with semi elliptic leaf springs

Brakes:

11" Drum front 11" Drum rear
 100s / 100m Dunlop disks

Chassis:

2 or 4 seat roadster, steel & alloy body on steel frame

Wheelbase:

100/4.....90"
 100/6 and 3000.....92"

Track dimension,:

front.....49", +/- 2 rear 50, +/- 2"

Wheels:

6" x 15"

Transmissions:

BMC/Austin 4-speed ratios free,
 Laycock overdrive optional

Official weight,

measured without fuel & driver, all tolerances included:
 100S -1965#.....100/4 - 2126#
 100/6 -2385#.....3000 - 2325#

SVRA approved options:

- Internal engine parts are free including roller rockers
- Accusump
- MSD type electronic ignition, must be triggered from distributor
- p/n H8249 11.25" front disc brakes
- p/n H8462 rear disc brakes (3000 & 100S)
- p/n 7H1719 Alfin brake drums
- p/n P.281 Le Mans kit (100/4)
- Tube type shocks may replace lever type (rear only)
- p/n H.8427 or 7H.1724 Cold air box
- 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)
- Springs, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Weber carburetors & manifold (Move up one class within Group)
- if no headlights, **add 20# to official weight**
- Substitution of any alternator for the standard generator; if no charging system, **add 20# to official weight**
- Removal of passenger seat, **add 20# to official weight**
- Alloy cylinder head, **add 50# to official weight**
- Alternate 4 or 5 speed O/D transmission (**add 150# to official weight**)
- Any other option not already listed that appears on the FIA recognition form

Items specifically not allowed by the SVRA:

- Fabricated front control arms (A-frames)
- Undocumented fiberglass body parts
- Wheel arch flares
- Ducting thru headlight openings
- Alloy engine block



Make and Model Supplemental Regulations

Revision Date 11/10/2012

Background and philosophy:

Group One cars must be prepared to 1967 SCCA standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly

Group Three consists mainly of medium displacement sports cars and sedans that represent the 'Golden Age' of club racing in the USA.

Post 1967 cars listed as eligible but must be prepared to 1967 standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly.

Group Eight classes generally follow the SCCA classes of 1972, with some adjustments for cars that were either not recognized by the SCCA or have specifications that significantly changed their relative performance.

Modifications:

As listed in the SVRA General Rules and Regulations, the Supplemental Rules for the make and model, the SVRA Tire Regulations and any period rules that are deemed appropriate

Relevant Documents:

- General Rules and Regulations
- SVRA Group Description and Class List
- SVRA Group Supplemental Regulations
- SVRA Tire Regulations

Notes:

These groups have tire restrictions listed in the SVRA Tire Regulations.

Safety modification: check front spindles regularly for cracks