

## 1.0 litre BMC A-series Short Stroke Inline

Bonneville Salt Flats record holding engine. Featured in MG Enthusiast magazine, February, 2015.

This engine holds the current Bonneville I/GT record in a stock bodied MG Midget with a two-run average of 122.539 MPH. Since its thorough refreshing in early 2014, it has 2 passes at Bonneville (3 miles each), and 25 pulls on a Superflow dynamometer. Essentially, we pulled the car off of the trailer, qualified, and backed up the run the following day. 1% leak down. It's quite fresh, reliable and ready to race. Thick flange window block, 1970-71 vintage, decked .120

Bore: 2.815" Stroke: 2.450" Displ: 999.7cc's

Static C/R: 13.2/1

Cyl head: 5 port 12G940 ported by Longman & Co. (MISSING)

99.1 hp @ 8000 RPM, 75.6 lb/ft TQ @ 6300 rpm

187.5 psi bmep @ 6300 rpm

127 CFM intake average @ .500 – 28 inches

97 cfm exhaust average @ .500 – 28 inches

Int valves: 1.475"

Ex valves: 1.150" Rimflow

Rockers: 1.5/1 Harlan Sharp bushed w/roller tip

Cam: Proprietary custom billet, ground by Dema Elgin on an APT blank.

Valve train: APT hardened lifters with custom diaptre grind by Dema Elgin, Kawasaki KZ 1000 drag race springs, Smith's 5/16 tubular push rods, Gilmer adjustable cam drive, Kevlar belt.

Pistons: JE forged flat tops, .625 dia pins, Total Seal gapless rings

Cometic MLS head gasket

Con rods: Billet by Saenz, 6" 2.45 R/S ratio

Bearings: Vandervell VP2

Crank: Rody Machining billet, 4 counterweight, std bearing journal diameters, flange set up for Spridget 1275 flywheel (not included). Center main strapped. Note – Rody does custom

crankshafts and modifications for Huffaker and Moldex – there's nobody better in the states for custom 4 cylinder cranks.

Carb: Weber 45 DCOE, 40mm chokes, 270 CFM WOT

Int manifold: Manifold, steel tube for Weber 45DCOE, "shortie"

Ignition: Electromotive crank trigger wheel, pickup and bracket, coil packs, ECU, harness – all included. (MISSING)

Water pump: Custom Gilmer belt under drive in 2013. Moroso electric pump drive in 2014 – (MISSING)

**Asking price £2,250** (the crank alone would cost more)