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Specifically was the  
72.19mm bore of the

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1330cc the absolute reliable limit of what a production A-Series engine was capable of reaching (akin to how it was later revealed the 928cc Imp/Sunbeam engines were actually capable of being reliably enlarged to 948cc) or is it simply the case of a low-volume builder producing highly-tuned versions of the A-Series

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straight-4 automobile engine, the A series, is one of the most common in the world [citation needed]. Launched in 1951 with the Austin A30, production lasted until 2000 in the Mini. It used a cast-iron block and cylinder head, and a steel crankshaft with 3 main bearings. The

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camshaft ran in the cylinder block, driven by a single-row chain for most applications, and ...

## **BMC A-series engine - Wikipedia**

When the Mini was first conceived it utilised a de-stroked version of the then quite remarkable 948cc A-series engine. The 948



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was itself a development of the very first A-series engine used initially to power the A30 in 1952 and the redoubtable Morris Minor in 1953 - an 803cc job (2.28-in/57.91mm bore, 3.0-in/76.2mm stroke giving a bore to stroke/stroke ratio of 1.316) designed in the ...

**Engine - 1098, initial**

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BMC A-Series Engines  
(1952 to 1999) Just like  
the B-Series engines,  
BMC used the same  
system as above to  
denote the use of the  
engine. Car, Model,  
Engine cc, Prefix  
number Austin A30  
803cc 2A Austin A35  
948cc 9A Austin A35  
van ( optional) 848cc  
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**BMC A-Series Engine  
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Please see the engine  
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details and specifications. Skiptune competition MG engines and cylinder heads are used in all categories of Motorsport including the MGCC and MGO series, CSCC and Hillclimb and Sprint Championships.

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