



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>	TVR	<b>Model:</b>	Grantura Mark I Mark II Mark IIa
<b>Period of Original Manufacture:</b>	Mark I – 1958 – 1960 Mark II – 1960 – 1962 Mark IIa – 1960 - 1962		
<b>Motorsport Australia Historic Group:</b>	Sa		
<b>Date of Issue of this Document:</b>	30/6/2022		



***Update Log***

30/6/2022	Document layout

## SECTION 1 - CHASSIS

### 1.1. CHASSIS

<b>Description:</b>	Multi tune with bonded fibreglass panels
<b>Period of Manufacture:</b>	Mark I – 1958 – 1960 Mark II – 1960 – 1962 Mark IIa – 1960 - 1962
<b>Manufacturer:</b>	TVR
<b>Chassis Number From:</b>	7B to 7F
<b>Chassis Number location:</b>	
<b>Material:</b>	Mild steel
<b>Comments</b>	None

### 1.2. FRONT SUSPENSION

<b>Description:</b>	Independent front suspension with twin trailing arms (VW)		
<b>Spring Medium:</b>	Torsion bars		
<b>Damper Type:</b>	Tubular	<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 height are free		

### 1.3. REAR SUSPENSION

<b>Description:</b>	Independent rear suspension with twin trailing arms (VW)		
<b>Spring Medium:</b>	Torsion bars		
<b>Damper Type:</b>	Tubular	<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 height are free		

### 1.4. STEERING

<b>Type:</b>	Worm and sector	<b>Make:</b>	Ford
<b>Comments</b>	None		

### 1.5. BRAKES

	Front	Rear
<b>Type:</b>	Drum	Drum
<b>Dimensions:</b>	280 mm x 58 mm	280 mm x 44.45 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>	Girling	
<b>Caliper type:</b>	Fixed	
<b>Material:</b>	Cast iron	
<b>Master cylinder make:</b>	Girling	
<b>Type:</b>	Single	
<b>Adjustable bias:</b>	No	
<b>Servo Fitted:</b>	No	
<b>Comments:</b>	Dual or tandem master cylinders permitted	

**SECTION 2 - ENGINE**

**2.1. ENGINE**

<b>Make:</b>	Ford		
<b>Model:</b>	109E 116E		
<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 – 100E:</b>	63.5 mm	<b>Max allowed:</b>	65.00 mm
<b>Stroke – original – Mk I - 100E:</b>	72.75 mm	<b>Max allowed:</b>	72.75 mm
<b>Capacity – original – Mk I – 100E:</b>	1172 cc	<b>Max allowed:</b>	1228 cc
<b>Bore – Original – Mk I – 105E:</b>	80.96 mm	<b>Max allowed:</b>	82.46 mm
<b>Stroke – original – Mk I - 105E:</b>	48.41 mm	<b>Max allowed:</b>	72.75 mm
<b>Capacity – original – Mk I – 105E:</b>	996 cc	<b>Max allowed:</b>	1034 cc
<b>Bore – original – Mk I - CC:</b>	76.2 mm	<b>Max allowed:</b>	77.7 mm
<b>Stroke – original – Mk I - CC:</b>	66.68 mm	<b>Max allowed:</b>	66.68 mm
<b>Capacity – original – Mk I - CC:</b>	1216 cc	<b>Max allowed:</b>	1264 cc
<b>Bore – Original – Mk II – 109E:</b>	80.96 mm	<b>Max allowed:</b>	82.46 mm
<b>Stroke – original – Mk II - 109E:</b>	65.08 mm	<b>Max allowed:</b>	65.08 mm
<b>Capacity – original – Mk II -109E:</b>	1340 cc	<b>Max allowed:</b>	1390 cc
<b>Bore – Original – Mk II - BMC:</b>	80.96 mm	<b>Max allowed:</b>	82.46 mm
<b>Stroke – original – Mk II - BMC:</b>	72.75 mm	<b>Max allowed:</b>	72.75 mm
<b>Capacity – original – Mk II - BMC:</b>	1498 cc	<b>Max allowed:</b>	1554 cc
<b>Bore – Original – Mk II - BMC:</b>	76.2 mm	<b>Max allowed:</b>	77.7 mm
<b>Stroke – original – Mk II - BMC:</b>	88.9 mm	<b>Max allowed:</b>	88.9 mm
<b>Capacity – original – Mk II - BMC:</b>	1622 cc	<b>Max allowed:</b>	1686 cc
<b>Identifying marks:</b>			
<b>Cooling method:</b>	Liquid		
<b>Comments:</b>	None		

**2.2. CYLINDER HEAD**

<b>Make:</b>	Various		
<b>No. of valves/cylinder:</b>	Two	<b>Inlet:</b> One	<b>Exhaust:</b> One
<b>No. of ports total – Mk I 100E:</b>	Eight	<b>Inlet:</b> Four	<b>Exhaust:</b> Four
<b>No. of ports total – Mk I 105E:</b>	Eight	<b>Inlet:</b> Four	<b>Exhaust:</b> Four
<b>No. of ports total – Mk I 109E:</b>	Eight	<b>Inlet:</b> Four	<b>Exhaust:</b> Four
<b>No. of ports total (others):</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 rocker		
<b>Spark plugs/cylinder:</b>			
<b>Identifying marks:</b>			
<b>Comments:</b>	HRG/Derrington head allowed on Mk II – BMC 1600 cc motor		

**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>	None		

**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>	HD
<b>Carburettor Number:</b>	Two		
<b>Size:</b>			
<b>Fuel injection Make:</b>	N/A	<b>Type:</b>	N/A
<b>Supercharged:</b>	Yes (100E engine only)	<b>Type:</b>	Shorrock belt drive
<b>Comments:</b>	None		

**SECTION 3 - TRANSMISSION**

**3.1. CLUTCH**

<b>Make:</b>	Bord and Beck
<b>Type:</b>	Diaphragm
<b>Diameter:</b>	203 mm
<b>No. of Plates:</b>	One
<b>Actuation:</b>	Various
<b>Comments:</b>	None

**3.2. TRANSMISSION**

<b>Type:</b>	Various
<b>Make:</b>	MGA & ZF (with 1216 cc and 1622 cc engines) Ford 4 speed with 105E engine Ford 3 speed with 100E engine
<b>Gearbox location:</b>	Behind engine
<b>No. forward speeds:</b>	Three Four
<b>Gearchange type and location:</b>	Floor remote
<b>Case material:</b>	Cast iron
<b>Identifying marks:</b>	N/A
<b>Comments:</b>	None

**3.3. FINAL DRIVE**

<b>Make:</b>	BMC	<b>Model:</b>	B series
<b>Wheel drive method:</b>	Rear		
<b>Ratios:</b>	Various		
<b>Differential type:</b>	Hypoid bevel		
<b>Comments:</b>	Ratios free Limited slip differential allowed		

**3.4. TRANSMISSION SHAFTS (EXPOSED)**

<b>Number:</b>	Three
<b>Location:</b>	Gearbox to final drive – final drive to rear wheel.
<b>Description:</b>	Tubular tailshaft with universal joints with individual driveshafts
<b>Comments:</b>	None

**3.5. WHEELS & TYRES**

<b>Wheel type - Original:</b>	Wire	<b>Material - Original:</b>	Steel
<b>Wheel type - Allowed:</b>	Wire	<b>Material - Allowed:</b>	Steel
<b>Fixture method:</b>	Centre lock	<b>No. studs:</b>	N/A
<b>Wheel dia. &amp; rim width</b>	<b>FRONT</b>		<b>REAR</b>
<b>Original:</b>	4.5' x 15"		4.5' x 15"
<b>Allowed</b>	5" x 15"		5" x 15"
<b>Tyre Section:</b>			
<b>Original:</b>	5.60 x 15"		5.60 x 15"
<b>Allowed:</b>	185 x 15"		185 x 15"
<b>Aspect ratio - minimum:</b>	60% minimum aspect ratio.		
<b>Comments:</b>	Refer approved tyre list. Rim size and tyre size limited to combination that will fit under standard wheel arch		

## SECTION 4 GENERAL

### 4.1. FUEL SYSTEM

<b>Tank Location:</b>		<b>Capacity:</b>	litres
<b>Fuel pump, type:</b>	Electric	<b>Make:</b>	SU
<b>Comments:</b>	None		

### 4.2. ELECTRICAL SYSTEM

<b>Voltage:</b>	Twelve	<b>Alternator fitted:</b>	Generator
<b>Battery Location:</b>	Engine bay		
<b>Comments:</b>	None		

### 4.3. BODYWORK

<b>Type:</b>	Fixed head coupe	<b>Material:</b>	GRP
<b>No. of seats:</b>	Two	<b>No. doors:</b>	Two
<b>Comments:</b>	None		

### 4.4. DIMENSIONS

<b>Track - Front:</b>	1295 mm	<b>Rear:</b>	1321 mm
<b>Wheelbase:</b>	2134 mm	<b>Overall length:</b>	3463 mm
<b>Dry weight:</b>	712 kg – MG and Ford engine 661 kg – CC engine		
<b>Comments:</b>	None		

### 4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations
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**Appendix**