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.

Make of Car:	Triumph	**Model:**	TR6
Period of Original Manufacture:	September 1968 – July 1976		
Motorsport Australia Historic Group:	Sb		
Date of Issue of this Document:	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

Description:	Cruciform Frame
Period of Manufacture:	September 1968 – July 1976
Manufacturer:	Triumph
Chassis Number From:	CP 25001 – CF58328
Chassis Number location:	NS Inner Guard
Material:	Mild Steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Independent – Upper & Lower Wishbone			
Spring Medium:	Coil			
Damper Type:	Telescopic		**Adjustable:**	No
Anti-sway bar:	Fitted		**Adjustable:**	No
Suspension adjustable:	No	**Method:**		
Comments:	Spring Rates & Ride Height Unrestricted.			

1.3. REAR SUSPENSION

Description:	Independent – Semi Trailing Wishbones			
Spring Medium:	Coil			
Damper Type:	Armstrong – Lever Arm		**Adjustable**	No
Anti-sway bar:	Not fitted		**Adjustable:**	N/A
Suspension adjustable:	No	**Method:**		
Comments:	Spring Rates & Ride Height Unrestricted. Fore & Aft Location permitted Telescopic Shock Absorbers Permitted.			

1.4. STEERING

Type:	Rack & Pinion	**Make:**	Alford & Alder
Comments	None		

1.5. BRAKES

	Front	**Rear**
Type:	Disc	Drum
Dimensions:	280 mm	229 mm x 43 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girling	
Caliper type:	Fixed	
Material:	Cast iron	
Master cylinder make:	Girling	
Type:	Tandem	
Adjustable bias:	No	
Servo Fitted:	Yes	
Comments:	Dual Master Cylinder Permitted	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	Triumph		
Model:	TR6		
No. cylinders:	6	**Configuration:**	In Line
Cylinder Block-material:	Cast Iron	**Two/Four Stroke:**	Four
Bore - Original:	74.7 mm	**Max allowed:**	76.2 mm
Stroke - original:	95 mm	**Max allowed:**	95 mm
Capacity - original:	2498 cc	**Max allowed:**	2599 cc
Identifying marks:	Liquid		
Cooling method:			
Comments:	None		

2.2. CYLINDER HEAD

Make:	Triumph				
No. of valves/cylinder:	2	**Inlet:**	1	**Exhaust:**	1
No. of ports total:	12	**Inlet:**	6	**Exhaust:**	6
No. of camshafts:	1	**Location:**	Block	**Drive:**	Chain
Valve actuation:	Pushrod				
Spark plugs/cylinder:	1				
Identifying marks:					
Comments:	None				

2.3. LUBRICATION

Method:	Wet sump	**Oil tank location:**	N/A
Dry sump pump type:	N/A	**Location:**	N/A
Oil cooler standard:	No	**Location:**	N/A
Comments:	Oil cooler permitted		

2.4. IGNITION SYSTEM

Type:	Points, Coil and Distributor
Make:	
Comments	None

2.5. FUEL SYSTEM

Carburettor Make:	Stromberg	**Model:** 175 CD *	
Carburettor Number:	Two		
Size:			
Fuel injection Make:	Lucas	**Type:** Mechanical	N/A
Supercharged:	No	**Type:** N/A	N/A
Comments:	US Specification cars fitted with carburettors (2).All cars may fit either Lucas injection or Stromberg carburettors. It is permitted to replace the vacuum operated mixture control unit attached to the injection pump (See Appendix)		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	Borg and Beck
Type:	Diaphragm
Diameter:	215 mm
No. of Plates:	1
Actuation:	Hydraulic
Comments:	Clutch free

3.2. TRANSMISSION

Type:	4 Speed Synchromesh (O/Drive Optional)
Make:	Triumph
Gearbox location:	Behind Engine
No. forward speeds:	4(+Optional O/D)
Gearchange type and location:	Remote - Floor
Case material:	Cast Iron
Identifying marks:	
Comments:	Ratios Free

3.3. FINAL DRIVE

Make:	Triumph	**Model:**	
Wheel drive method:	Rear		
Ratios:	3.45:1, 3.7:1		
Differential type:	Hypoid Bevel		
Comments:	Ratios Free. Limited Slip Differential Permitted.		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	Three (3)
Location:	Gearbox to Final Drive. Final Drive to Rear Wheels
Description:	Tubular Tailshaft and Individual Driveshafts with Universal Joints & Sliding Splines
Comments:	None

3.5. WHEELS & TYRES

Wheel type - Original:	Disc or Wire Spoke	**Material - Original:**	Steel
Wheel type - Allowed:	Period Alloy	**Material - Allowed:**	Steel or Alloy
Fixture method:	Bolt on	**No. studs:**	4
Wheel dia. & rim width	**FRONT**	**REAR**	
Original:	5.5 x 15	5.5 x 15	
Allowed	6 x 15	6 x 15	
Tyre Section:			
Original:	175 x 15	175 x 15	
Allowed:	195 x 15	195 x 15	
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	Refer approved tyre list. Tyre section chosen must suit rim dimensions. Tyres/Rims limited to dimensions which fit under wheel arch. Alloy wheels must be of period style.		

-

SECTION 4 GENERAL

4.1. FUEL SYSTEM

Tank Location:	In boot	**Capacity:**	51 litres
Fuel pump, type:	Electric	**Make:**	Lucas
Comments:	Fuel Pump/s Free		

4.2. ELECTRICAL SYSTEM

Voltage:	Twelve	**Alternator fitted:**	Yes
Battery Location:	Engine bay		
Comments:	None		

4.3. BODYWORK

Type:	Two Seat Roadster	**Material:**	Steel
No. of seats:	2	**No. doors:**	2
Comments:	Hardtop Permitted		

4.4. DIMENSIONS

Track - Front:	1276mm	**Rear:**	1264mm
Wheelbase:	2240mm	**Overall length:**	3937mm
Approved Manufacturer's kerb weight:	1034 kg		
Approved minimum racing weight:	940 kg		
Comments:	None		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix

For Triumph TR6 fitted with Lucas fuel injection system:

(a) It is permitted to replace the vacuum operated mixture control unit attached to the injection pump.
(b) The replacement unit will be a Kinsler Fuel Injection (USA) direct linkage mixture control unit.
(c) With this conversion the use of a MSD Soft Touch rev Limiter Part no 8728 with a 7500RPM limit will be mandatory.
(d) The limiter will be in an easily accessible location within the vehicle's engine bay.
(e) The wiring loom is to be visibly accessible. The limiter will be subject to testing at race meetings.

Kinsler direct linkage mixture control unit