5TH CATEGORY - HISTORIC RACING
GROUP N
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:**	Mark 2 2.5 PI
Period of Original Manufacture:	1970 -1974		
Motorsport Australia Historic Group:	Nc		
Date of Issue of this Document:	1 January 2024		

Refer to The *Manual*, Historic Appendix, Vehicle Eligibility, General Requirements & Historic Touring Cars Group N Regulations for permitted modifications.

Update Log

1/1/2024	Inclusion of kerb and minimum racing weights

SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Unitary construction
Period of Manufacture:	1970 – 1975
Manufacturer:	Triumph/AMI
Chassis Number From:	N/A
Chassis Number location:	Engine bay
Material:	Steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Independent - by McPherson strut			
Spring Medium:	Coil			
Damper Type:	Telescopic - Internal		**Adjustable:**	No
Anti-sway bar:	Fitted		**Adjustable:**	No
Suspension adjustable:	Yes	**Method:**	Caster, camber and toe	
Comments:	Refer Appendix A			

1.3. REAR SUSPENSION

Description:	Independent - Trailing Arms			
Spring Medium:	Coil			
Damper Type:	Telescopic		**Adjustable:**	No
Anti-sway bar:	Not Fitted		**Adjustable:**	N/A
Suspension adjustable:	No	**Method:**	N/A	
Comments:	Refer Appendix A			

1.4. STEERING

Type:	Rack and pinion	**Make:**	Triumph
Power steering	Optional		
Comments	None		

1.5. BRAKES

	Front	**Rear**
Type:	Disc, solid	Drum
Dimensions:	248 mm x 12.6 mm	228 mm x 44 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girlock	
Caliper type:	Sliding	
Material:	Cast iron	
Master cylinder make:	Girlock	
Type:	Tandem	
Adjustable bias:	No	
Servo Fitted:	Yes	
Comments:	None	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	Triumph		
Model:	2500		
No. cylinders:	6	**Configuration:**	In-line
Cylinder Block-material:	Cast Iron	**Two/Four Stroke:**	Four
Bore - Original:	74.7mm	**Max allowed:**	76.2 mm
Stroke - original:	95mm	**Max allowed:**	95 mm
Capacity - original:	2498cc	**Max allowed:**	2599 cc
Identifying marks:	First two letters are MD, MG, or MN		
Cooling method:	Liquid		
Comments:	None		

2.2. CYLINDER HEAD

Make:	Triumph				
No. of valves/cylinder:	Two	**Inlet:**	One	**Exhaust:**	One
No. of ports total:	Twelve	**Inlet:**	Six	**Exhaust:**	Six
No. of camshafts:	One	**Location:**	Block	**Drive:**	Chain
Valve actuation:	Pushrod and rockers				
Spark plugs/cylinder:	One				
Identifying marks:	N/A				
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:	None		

2.4. IGNITION SYSTEM

Type:	Points, coil and distributor
Make:	Lucas
Comments	Breakerless electronic ignition permitted

2.5. FUEL SYSTEM

Carburettor Make:	N/A	**Model:**	N/A
Carburettor Number:	N/A		
Size:	N/A		
Fuel injection Make:	Lucas	**Type:**	Mechanical
Supercharged:	No	**Type:**	N/A
Comments:	It is permitted to replace the vacuum operated mixture control unit. Refer Appendix B.		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	Various
Type:	Diaphragm
Diameter:	216 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	None

3.2. TRANSMISSION

Type:	Synchromesh
Make:	Triumph
Gearbox location:	Behind engine
No. forward speeds:	Four (overdrive optional)
Gearchange type and location:	H pattern floor mounted
Case material:	Cast iron
Identifying marks:	N/A
Comments:	None

3.3. FINAL DRIVE

Make:	Triumph	**Model:**	N/A
Type:	Live axle		
Ratios:	Various		
Differential type:	Hypoid bevel		
Comments:	None		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	Three
Location:	Gearbox to final drive
Description:	One open tail shaft, two halfshafts with twin Hookes joints
Comments:	Component substitution for rear hubs and half shafts allowed. Refer Appendix C

3.5. WHEELS & TYRES

Wheel type - Original:	Pressed disc	**Material - Original:**	Steel
Wheel type - Allowed:	Steel Alloy (period style)	**Material - Allowed:**	Steel Alloy
Fixture method:	Stud and nut	**No. studs:**	Four
Wheel dia. & rim width	**FRONT**		**REAR**
Original:	5” x 13”		5” x 13”
Allowed	7” x 13”		7” x 13”
Tyre Section:			
Allowed:	Refer approved tyre list.		
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	None		

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SECTION 4 GENERAL

4.1. FUEL SYSTEM

Tank Location:	Rear	**Capacity:**	64 Litres
Fuel pump, type:	Electric	**Make:**	Lucas
Comments:	None		

4.2. ELECTRICAL SYSTEM

Voltage:	12	**Alternator fitted:**	Alternator
Battery Location:	Engine bay		
Comments:	None		

4.3. BODYWORK

Type:	Sedan	**Material:**	Steel
No. of seats:	Five	**No. doors:**	Four
Comments:	None		

4.4. DIMENSIONS

Track - Front:	1330 mm	**Rear:**	1340 mm
Wheelbase:	2690 mm	**Overall length:**	4650 mm
Approved Manufacturer's kerb weight:	1175 kgs		
Approved minimum racing weight:	1152 kgs		
Comments:	None		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix A

Suspension

Front

Spring height adjustment permitted.

Rear

Spring height adjustment permitted.

Appendix B

Fuel injection

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.

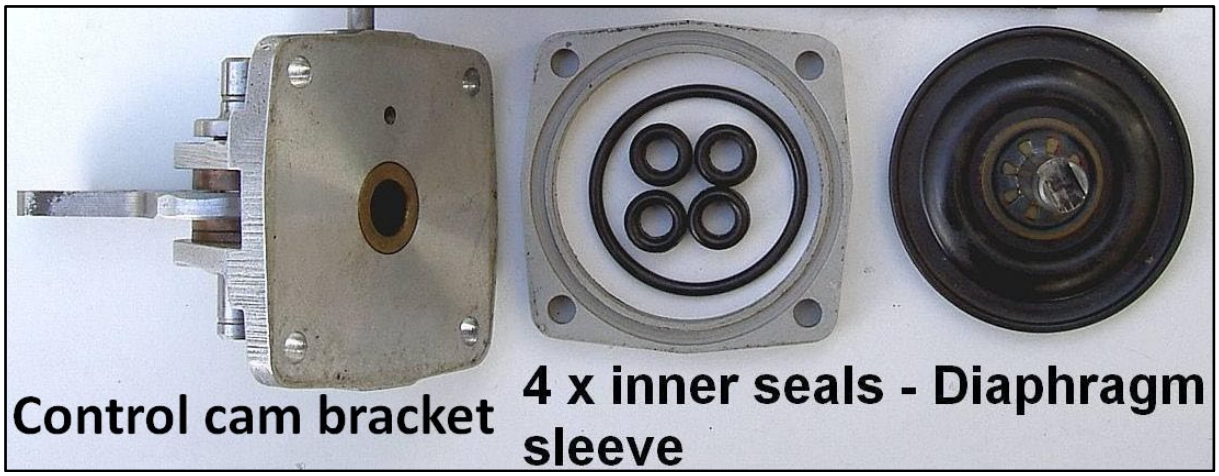
(c) With this conversion the use of a MSD Soft Touch rev Limiter Part no 8728 with a 7500RPM limit will be mandatory.

(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



Appendix C

Rear hub and half shafts

Rear hub and half shaft component substitution allowed due to safety (rear hubs), and half shafts due to availability.

Modified Datsun 1600 type with Heavy-duty hub.

Or

Twin CV with heavy-duty hub.