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:**	GT6 Mark 1 Mark 2 GT6+ (USA)
Period of Original Manufacture:	Mark 1 July 1968 to Sep 1968 Mark 2 July 1968 to Dec 1970		
Motorsport Australia Historic Group:	Sc		
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Update Log

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SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Steel "C" channel backbone cruciform
Period of Manufacture:	Mark 1 July 1968 to Sep 1968 Mark 2 July 1968 to Dec 1970
Manufacturer:	Standard Triumph
Chassis Number From:	Mark 1 KC1 – KC 13752 Mark 2 KC 50001 to KC58046 & KC75001 – KC82938
Chassis Number location:	Left hand front inner guard near door hinge
Material:	Steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Independent unequal length upper & lower wishbones			
Spring Medium:	Coil			
Damper Type:	Telescopic		**Adjustable:**	No
Anti-sway bar:	Fitted		**Adjustable:**	No
Suspension adjustable:	Yes	**Method:**	Shims	
Comments:	Spring rates and ride height are free			

1.3. REAR SUSPENSION

Description:	Independent Mark 1 pressed steel upright with lower wishbone & swing axle Mark 2 Cast steel upright with lower wishbone & half shaft			
Spring Medium:	Transverse leaf			
Damper Type:	Telescopic		**Adjustable**	No
Anti-sway bar:	Fitted		**Adjustable:**	N/A
Suspension adjustable:	Yes	**Method:**	Toe in (by shims)	
Comments:	Spring Rates & Ride Height Unrestricted.			

1.4. STEERING

Type:	Rack and pinion	**Make:**	Standard Triumph Alder and Adler
Comments	4.25 turns lock to lock		

1.5. BRAKES

	Front	**Rear**
Type:	Disc	Drum
Dimensions:	247 mm x 12.7 mm	203 mm x 32 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	Two
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girling	
Caliper type:		
Material:	Cast iron	
Master cylinder make:	Girling	
Type:	Single or twin - Single up to July 1967, twin from August 1967.	
Adjustable bias:	No	
Servo Fitted:	Yes	
Comments:	Dual master cylinders are permitted.	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	Triumph		
Model:	Standard 6		
No. cylinders:	Six	**Configuration:**	In line
Cylinder Block-material:	Cast iron	**Two/Four Stroke:**	Four
Bore – Original:	74.7 mm	**Max allowed:**	76.2 mm
Stroke – original:	76 mm	**Max allowed:**	76 mm
Capacity – original:	1998 cc	**Max allowed:**	2079 cc
Identifying marks:	N/A		
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:	Oil cooler permitted		

2.4. IGNITION SYSTEM

Type:	Points, Coil and Distributor
Make:	Delco Remy
Comments	None

2.5. FUEL SYSTEM

Carburettor Make:	Stromberg	**Model:**	150 CD
Carburettor Number:	Two		
Size:			
Fuel injection Make:	N/A	**Type:**	N/A
Supercharged:	No	**Type:**	N/A
Comments:	Carburettor throat size unrestricted.		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	Laycock Borg and Beck
Type:	Diaphragm
Diameter:	214 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	Clutch free

3.2. TRANSMISSION

Type:	Syncromesh
Make:	Triumph
Gearbox location:	Behind engine
No. forward speeds:	Four
Gearchange type and location:	Remote lever, centre tunnel
Case material:	Alloy
Identifying marks:	Stamped on the left-hand side of the gearbox casing
Comments:	Laycock D type overdrive (electrically operated) on 3rd & 4th gear 0.802:1 ratio Optional non overdrive gear box det No. 515449

3.3. FINAL DRIVE

Make:	Triumph	**Model:**	GT6
Wheel drive method:	Rear		
Ratios:	3.327:1, 3.89:1		
Differential type:	Hypoid bevel – free		
Comments:	Limited slip differential permitted. Optional diff ratio: 4.11:1, 4.375:1, 4.55:1		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	Three
Location:	Drive shaft with two universal joints, Mark - Swing shaft with one universal x 2 Mark 2 - Half shaft with two universal joints x 2
Description:	Tubular tailshaft with universal joints
Comments:	None

3.5. WHEELS & TYRES

Wheel type - Original:	Disc Wire	**Material - Original:**	Steel Alloy
Wheel type - Allowed:	Cast alloy	**Material - Allowed:**	Steel Alloy
Fixture method:	Studs Centre nut	**No. studs:**	Four

Wheel dia. & rim width	**FRONT**	**REAR**
Original:	4.5” x 13”	4.5” x 13”
Allowed	6” x 13”	6” x 13”
Tyre Section:		
Original:	155/70 x 13”	155/70 x 13”
Allowed:	185/60 x 13”	185/60 x 13”
Aspect ratio - minimum:	60% minimum aspect ratio.	
Comments:	Refer approved tyre list.	

4.1. FUEL SYSTEM

Tank Location:	Rear	**Capacity:**	44 litres
Fuel pump, type:	Mechanical/ engine	**Make:**	Triumph
Comments:	Fuel pumps free		

4.2. ELECTRICAL SYSTEM

Voltage:	Twelve	**Alternator fitted:**	Mark 1 – Generator Mark 2 - Alternator
Battery Location:	Engine bay		
Comments:	None		

4.3. BODYWORK

Type:	Coupe	**Material:**	Steel
No. of seats:	Two	**No. doors:**	Two
Comments:	None		

4.4. DIMENSIONS

Track - Front:	1245mm	**Rear:**	1245 mm
Wheelbase:	2110 mm	**Overall length:**	3734 mm
Dry weight:	871 kg		
Comments:	None		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix