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:**	TR7
Period of Original Manufacture:	September 1974 – October 1981		
Motorsport Australia Historic Group:	Sc		
Date of Issue of this Document:	30/6/2022		

Update Log

30/6/2022	Document layout

SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Unitary construction
Period of Manufacture:	September 1974 – October 1981
Manufacturer:	British Leyland
Chassis Number From:	ACG to TCF
Chassis Number location:	Early cars – LH strut tower Late cars – boot opening channel
Material:	Mild steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Independent – McPherson strut			
Spring Medium:	Coil			
Damper Type:	Telescopic (internal)		**Adjustable:**	No
Anti-sway bar:	Fitted		**Adjustable:**	No
Suspension adjustable:	No	**Method:**	N/A	
Comments:	Spring rates and ride height are free			

1.3. REAR SUSPENSION

Description:	Live axle, coil springs/Trailing arms (4 link)			
Spring Medium:	Coil			
Damper Type:	Telescopic		**Adjustable**	No
Anti-sway bar:	Fitted		**Adjustable:**	N/A
Suspension adjustable:	No	**Method:**	N/A	
Comments:	Spring Rates & Ride Height Unrestricted.			

1.4. STEERING

Type:	Rack and pinion	**Make:**	British Leyland
Comments	None		

1.5. BRAKES

	Front	**Rear**
Type:	Disc	Drum
Dimensions:	244 mm x 9.5 mm	203 mm x 38 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	Two
Actuation:	Hydraulic	Hydraulic
Caliper make:	Lockheed	
Caliper type:		
Material:	Cast iron	
Master cylinder make:	Lockheed	
Type:	Single	
Adjustable bias:	No	
Servo Fitted:	Yes	
Comments:	Dual master cylinders are permitted.	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	British Leyland		
Model:	TR7		
No. cylinders:	Four	**Configuration:**	In line
Cylinder Block-material:	Cast iron	**Two/Four Stroke:**	Four
Bore – Original:	90.3 mm	**Max allowed:**	91.8 mm
Stroke – original:	78 mm	**Max allowed:**	78 mm
Capacity – original:	1998 cc	**Max allowed:**	2070 cc
Identifying marks:	N/A		
Cooling method:	Liquid		
Comments:	None		

2.2. CYLINDER HEAD

Make:	British Leyland				
No. of valves/cylinder:	Two	**Inlet:**	One	**Exhaust:**	One
No. of ports total:	Eight	**Inlet:**	Four	**Exhaust:**	Four
No. of camshafts:	One	**Location:**	Head (OHC)	**Drive:**	Chain
Valve actuation:	Buckets				
Spark plugs/cylinder:	One				
Identifying marks:	N/A				
Comments:	Dolomite Sprint 16 valve head is NOT permitted.				

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:	Lucas
Comments	None

2.5. FUEL SYSTEM

Carburettor Make:	SU	**Model:**	HS6
Carburettor Number:	Two		
Size:	1 ¾”		
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:	Borg and Beck
Type:	Diaphragm
Diameter:	216 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	Clutch free

3.2. TRANSMISSION

Type:	Syncromesh
Make:	Triumph TR7
Gearbox location:	Behind engine
No. forward speeds:	Four or Five
Gearchange type and location:	Floor remote
Case material:	Alloy
Identifying marks:	Stamped on the left-hand side of the gearbox casing
Comments:	Early cars had four speed and optional overdrive. Later cars had five speed. All cars may use five speed. Ratios free

3.3. FINAL DRIVE

Make:	Triumph	**Model:**	TR7
Wheel drive method:	Rear		
Ratios:	3.7:1 (standard)		
Differential type:	Hypoid bevel – free		
Comments:	Limited slip differential permitted. Ratios free Four speed cars fitted with Dolomite rear axle.Five speed cars fitted with Borg Warner housing and SDI centre		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	One
Location:	Gearbox to final drive.
Description:	Tubular tailshaft with universal joints
Comments:	None

3.5. WHEELS & TYRES

Wheel type - Original:	Disc	**Material - Original:**	Steel Alloy
Wheel type - Allowed:	Disc	**Material - Allowed:**	Steel Alloy
Fixture method:	Studs	**No. studs:**	Four
Wheel dia. & rim width	**FRONT**		**REAR**
Original:	5.5” x 13”		5.5” x 13”
Allowed	6” x 13”		6” x 13”
Tyre Section:			
Original:	175 x 13”		175 x 13”
Allowed:	185 x 13”		185 x 13”
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	Refer approved tyre list.		

4.1. FUEL SYSTEM

Tank Location:	Rear	**Capacity:**	55 litres
Fuel pump, type:	Mechanical	**Make:**	
Comments:	Fuel pumps free		

4.2. ELECTRICAL SYSTEM

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

4.3. BODYWORK

Type:	Two seat fixed head coupe or roadster	**Material:**	Steel
No. of seats:	Two	**No. doors:**	Two
Comments:	None		

4.4. DIMENSIONS

Track - Front:	1409mm	**Rear:**	1404 mm
Wheelbase:	2160 mm	**Overall length:**	4065 mm
Dry weight:	950 kg 947 kg - Roadster		
Comments:	None		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix