

SVRA Supplemental Regulations:

(revised 1/2013)

Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A/IRS (1953-1967)

as prepared for SVRA Group 3 competition

The following cars are covered under these regulations:

(1953-1955) TR2, (1955-1957) TR-3, (1958-1962) TR-3A & TR-3B
(1961-1967) TR-4 & TR-4A

Engines:all models may use either engine; .047" (1.2mm) maximum overbore allowed

(1991cc)Bore x stroke.....3.27" x 3.62"

(2138cc)Bore x stroke.....3.386" x 3.62"

Block material.....cast iron

Head material.....cast iron

Carburation.....Two 1.75" S.U. or Stromberg

Transmissions: Standard-Triumph 4-speed, ratios free, Laycock overdrive optional

Differentials: Standard-Triumph, ratios free

Chassis: Steel body 2-seat roadster on x-frame

Wheelbase.....88"

Track dimension, TR-2 & 3, front.....45", +/- 2"

Track dimension, TR-2 & 3, rear.....45.5", +/- 2"

Track dimension, TR-4, front.....50", +/- 2"

Track dimension, TR-4, rear.....49", +/- 2"

Wheels.....6" x 15"

Brakes.....11" discs F, 9" drum R

Suspension.....Coil spring/tube shock; front

Live axle/leaf spring/lever shock; rear...TR4A/i.r.s.: coil spring/lever shock

Official weight, measured without fuel & driver, all tolerances included:

TR-2, TR-3, TR-4.....1950# TR4A/i.r.s.....1970#

SVRA approved options:

Internal engine parts are free including roller rockers

Accusump

MSD type electronic ignition, must be triggered from distributor

p/n 301590 10" Alfin rear drum brakes

Front drum brakes (TR-2 & 3)

Vacuum brake servo

V011 No-Spin differential or equivalent

TR-4A with independent rear suspension

Removal of windscreen (a suitable racing screen must replace the standard unit)

Removal of bumpers

Removal of turn signals and parking lamps.

Springs, shocks, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct

Dual Weber carburetors & manifold (will result in reclassification)

Head and tail lights must remain in place, if no headlights, add 20# to official weight

Substitution of any alternator for the standard generator; if no charging system, add 25# to official weight

Removal of passenger seat, add 20# to official weight

Alternate transmission, add 150# to official weight

Any other option not already listed that appears on the FIA recognition form

Note: It is specifically authorized to modify or replace the standard rear axle to obtain a "floater" design.

Specifically prohibited:

fiberglass bonnet or body parts

wheel arch flares; opening must have correct profile when viewed from the side