

SVRA Supplemental Regulations:

(revised 1/2013)

Triumph TR-5, TR-250, TR-6 (1967-1976) as prepared for SVRA Group 8 competition

the following cars are covered under these regulations:

- (1967-1968) TR5 FI & TR-250
- (1969-1976) TR-6

Engine: (2498cc) OHV Straight 6 cylinder, .047" (1.2mm) maximum overbore allowed

Bore x stroke.....2.94" x 3.74"
 Block material.....cast iron
 Head material.....cast iron

Carburation.....Two 1.75" S.U. or Stromberg
 or Lucas MkII Fuel injection #54730923

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

Chassis: Steel body 2-seat roadster on x-frame
 Wheelbase.....88"
 Track dimension, TR-5, front.....45", +/- 2"
 Track dimension, TR-5, rear.....49.8", +/- 2"
 Track dimension, TR-6, front.....50.25", +/- 2"
 Track dimension, TR-6, rear.....49.75", +/- 2"
 Wheels.....7" x 15"
 Brakes.....11" discs F, 9" drum R

Official weight, measured without fuel & driver, all tolerances included:
 TR-5/TR-250.....1930# TR-6.....1956#

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
- Vacuum brake servo
- Removal of windscreen (a suitable racing screen must replace the standard unit)
- Removal of bumpers
- Removal of passenger seat
- Springs, shocks, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Triple Weber carburetors & manifold (will result in reclassification)
- Group 44 style lip spoiler
- Substitution of any; if no charging system, **add 25# to official weight**
- Alternate transmission , **add 150# to official weight**

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