HSR Group 2

Vintage Production Category

(last revised 1/23/2014)

The following cars are covered under these regulations:

(1962-1967) Triumph Spitfire Mark 1 & 2 (1147cc)

(1967-1970) Triumph Spitfire Mark 3 (1296cc)

(1970-1974) Triumph Spitfire Mark IV (1296cc)

(1974-1980) Triumph Spitfire 1500 (1493cc)

Engines: .047" (1.2mm) maximum overbore allowed, stroke must remain standard

(1147cc) Bore x stroke......2.729" x 3.00" (1296cc) Bore x stroke......2.9" x 2.99"

Carburation......Two 1.25" S.U. or Stromberg

(1493cc) Bore x stroke......2.9" x 3.445"

Carburation.....One Stromberg Block material.....cast iron Head material.....cast iron

Transmissions: Standard-Triumph 4-speed

ratios free, Laycock overdrive optional

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

> Wheelbase......83"

Brakes......9" discs F,

Official weight, measured without fuel & driver, all tolerances included: 1147cc...1408/***1583**# 1296cc...1416/***1591**#

1500cc...1585/*1760# (1978 PCS) *Optional Including Driver

Level 1: Period Correct Specifications and Options (1969 SCCA GCR/PCS)

Stock crankshaft, connecting rods, rocker arms; may be lightened and balanced

Stock cylinder head may be milled, ported and polished

Camshaft, exhaust system free

Single Weber DCOE carburetor & manifold (FIA)

Substitution of any alternator for the standard generator, but not removal

9.7" front disc brakes (GT-6), Dunlop 14P

p/n 209257/8 or GT-6, 8" rear brakes

p/n 510467 vacuum brake servo

Alfin brake drums

p/n V170 camber compensator

p/n V339 alternate grille assy.

LeMans fender grilles

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

PCS listed gearbox and rear axle ratios

Limited slip differential

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

Removal of bumpers

Removal of turn signals and parking lamps. Head and taillights must remain in place

No spoilers or air dams

Passenger seat in place

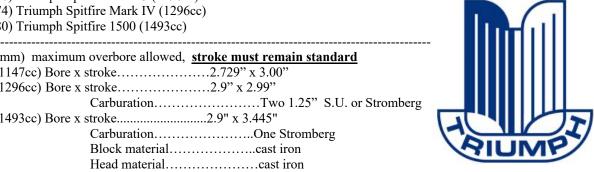
Hardtop

No flares or unlisted alternate body parts

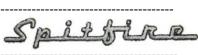
Lower front valence panel must be in place (may be modified for oil cooler)

Safety modifications: Fit stronger rear axles to prevent failure at hub flange

Re-arch rear leaf spring to induce negative camber









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Level 2: Additional Specifications and Options (HSR-Generally accepted for Vintage Racing)

Internal engine parts are free including roller rockers

Accusump, no dry sump

MSD type electronic ignition, must be triggered from distributor

Gearbox and rear axle ratios free

Adjustable trailing link to adjust rear toe-in

Alternate 4-speed production gearbox

Removal headlights

Removal of passenger seat

*Dual Weber carburetors & manifold

Note: Items marked * subject to reclassifying

Specifically prohibited in level 1 & 2:

Fabricated front control arms (A-frames) Remote reservoir shock absorbers After market brake systems Metal or hard tonneau cover Removal of lower valence panel Air dam type front spoiler

Undocumented fiberglass body parts

Level 3: Additional Specifications and Options (post 1972 SCCA)

Factory spec fiberglass body parts Flat plate spoiler or molded "air dam" Modified wheel arches (flares)





