



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:	Bolwell	Model:	Mark VII
Period of Original Manufacture:	1966 - 1972		
Motorsport Australia Historic Group:	Sb		
Date of Issue of this Document:	30/6/2022		
Note 1	Acceptance of a car for Group Sb classification is contingent upon it being proven that the subject car was registered for road use in the Group Sb period.		
Note 2	Alternate specifications on individual cars may be approved, subject to the vehicle concerned having been proven to have been registered for road use in the Group Sb period with such specifications existent at that time.		



Update Log

30/6/2022	Document layout

SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Steel backbone – Box section
Period of Manufacture:	1966 - 1972
Manufacturer:	Bolwell cars
Chassis Number From:	
Chassis Number location:	
Material:	Mild Steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Upper and lower wishbone (Holden HR)		
Spring Medium:	Coil		
Damper Type:	Telescopic	Adjustable:	No
Anti-sway bar:	No	Adjustable:	No
Suspension adjustable:	Yes	Method:	Adjustable upper control arm
Comments:	Spring rates and ride heights may be adjusted. Sway bar may be fitted.		

1.3. REAR SUSPENSION

Description:	Live axle – Trailing links with “A” bar		
Spring Medium:	Coil		
Damper Type:	Telescopic	Adjustable	No
Anti-sway bar:	No	Adjustable:	N/A
Suspension adjustable:	Yes	Method:	Upper trailing links adjustable
Comments:	Spring rates and ride heights may be adjusted. Sway bar may be fitted.		

1.4. STEERING

Type:	Rack and Pinion	Make:	Austin
Comments	None		

1.5. BRAKES

	Front	Rear
Type:	Disc	Drum
Dimensions:	256 mm x 9.53 mm	229 mm x 44.4 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girling	
Caliper type:	Tandem	
Material:	Cast iron	
Master cylinder make:	Various	
Type:	Single	
Adjustable bias:	No	
Servo Fitted:	Yes	
Comments:	Dual or tandem master cylinders permitted. Servo may be disconnected	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	GMH		
Model:	186		
No. cylinders:	Six	Configuration:	In line
Cylinder Block-material:	Cast iron	Two/Four Stroke:	Four
Bore - Original:	92.075 mm	Max allowed:	93.575 mm
Stroke - original:	76.20 mm	Max allowed:	76.20 mm
Capacity - original:	3044 cc	Max allowed:	3144 cc
Identifying marks:	The engine number is on the engine boss, right hand side of the motor. 186 has "186" on engine block.		
Cooling method:	Liquid		
Comments:	None		

2.2. CYLINDER HEAD

Make:	GMH		
No. of valves/cylinder:	Two	Inlet: One	Exhaust: One
No. of ports total:	Nine	Inlet: Three	Exhaust: Six
No. of camshafts:	One	Location: Block	Drive: Gear
Valve actuation:	Pushrod and rocker		
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:	Bosch or Lucas
Comments	Breakerless electronic ignition permitted

2.5. FUEL SYSTEM

Carburettor Make:	Stromberg	Model:	BXUV – 2 or BXV - 2
Carburettor Make:	Bendix	Model:	BXV
Carburettor Number:	Two		
Size:	Various		
Fuel injection Make:	N/A	Type:	N/A
Supercharged:	No	Type:	N/A
Comments:	Carburettor throat size free		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	RepcO
Type:	Diaphragm
Diameter:	203 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	Clutch is free, subject to method of actuation remaining unchanged.

3.2. TRANSMISSION

Type:	4 speed synchromesh
Make:	Triumph
Model	2000
Gearbox location:	Behind engine
No. forward speeds:	Four
Gearchange type and location:	Floor -remote
Case material:	Cast iron
Identifying marks:	N/A
Comments:	Ratios free

3.3. FINAL DRIVE

Make:	Holden	Model:	HR
Rear wheel drive method	Rear		
Ratios:	3.36:1 (Std)		
Differential type:	Hypoid bevel		
Comments:	Limited slip differential permitted. Ratios free		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	One
Location:	Gearbox to final drive
Description:	Tubular shaft with Hardie Spicer type universal joints
Comments:	None

3.5. WHEELS & TYRES

Wheel type - Original:	Pressed steel	Material - Original:	Steel
Wheel type - Allowed:	Period alloy	Material - Allowed:	Period alloy
Fixture method:	Bolt on	No. studs:	Five
Wheel dia. & rim width	FRONT		REAR
Original:	5" x 13"		5" x 13"
Allowed	6" x 13"		6" x 13"
Tyre Section:			
Original:	175 x 13"	175 x 13"	
Allowed:	195 x 13"	195 x 13"	
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	Refer approved tyre list. Period style Alloy wheels may replace original items		

SECTION 4 GENERAL

4.1. FUEL SYSTEM

Tank Location:	Rear	Capacity:	43 litres
Fuel pump, type:	Mechanical, on engine	Make:	AC
Comments:	Fuel pump free		

4.2. ELECTRICAL SYSTEM

Voltage:	Twelve	Alternator fitted:	Alternator
Battery Location:			
Comments:	None		

4.3. BODYWORK

Type:	Two seat fixed head coupe	Material:	GRP
No. of seats:	Two	No. doors:	Two
Comments:	None		

4.4. DIMENSIONS

Track - Front:	1465 mm	Rear:	1473 mm
Wheelbase:	2248 mm	Overall length:	3960 mm
Dry weight:	770 kg		
Comments:	None		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix

Bolwell Mk VII – inclusion in group Sb

HC415 BOLWELL MK 7 – INCLUSION IN GROUP Sb

The Commission discussed the eligibility of the Bolwell Mk 7 for Group Sb as recommended by the Historic Eligibility Committee (HEC358). It was determined that to be eligible as a production sports car, only cars conforming

with the approved specification sheet would be acceptable unless the applicant could prove a different specification when it was registered in the period. It was agreed that to be classified, a candidate car must be proven to have been road registered in the period.

It was moved N Sullivan/P Ryan that

"The Bolwell Mk 7 be accepted as eligible for Group Sb, providing that it was proven to be registered in the period and conformed to its original registered specification or the approved specification sheet."

Carried

FRONT AXLE.

