

CAMS

5TH CATEGORY - HISTORIC RACING

GROUP Nc

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 CAMS Manual of Motor Sport.

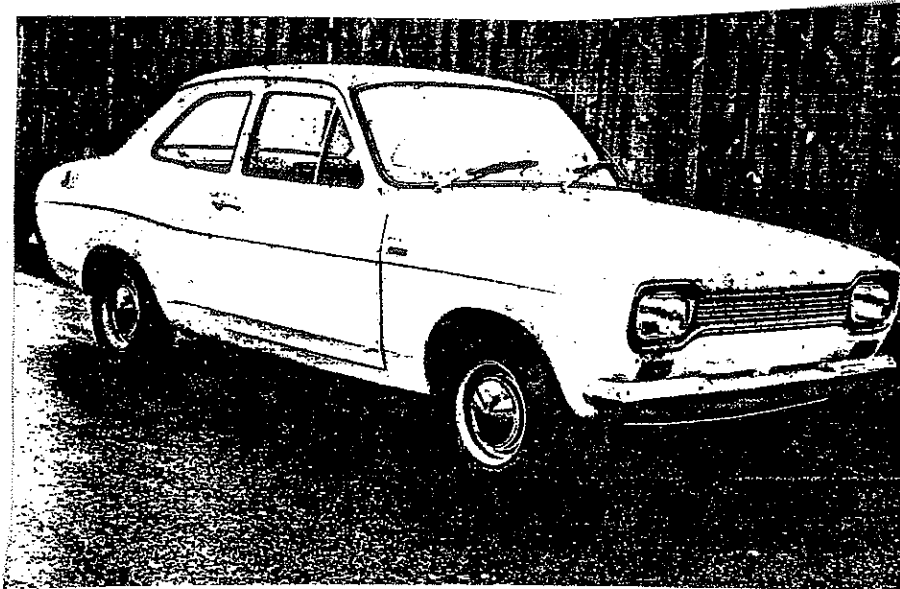
Make of Car: FORD

Model: ESCORT Mk1 1300 & GT1300

Period of Original Manufacture: 1970-75

CAMS Historic Group: Nc

Date of Issue of this Document: May 2004



This form was issued without alteration or erasure.

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description:	Unitary construction with body	Period of Manufacture:	1970-1975
Manufacturer:	Ford Australia		
Chassis no. from:	Typical prefix CK40xxxxx		
Chassis no. location:	Top of RH suspension tower		
Material:	Steel		
Comments:	Assembled in Australia from CKD parts of European origin; some local components.		

1.2 FRONT SUSPENSION

Description:	Independent by McPherson Strut		
Spring medium:	Helical coil		
Damper Type:	Telescopic incorporated in strut	Adjustable:	No
Anti-sway bar:	Integral with front suspension	Adjustable:	No
Suspension adjustable:	Toe-in only	Method:	Tie rod ends
Comments:	Adjustable top strut mounts and dampers permitted. Adjustable spring platforms are permitted.		

1.3 REAR SUSPENSION

Description:	Live rear axle		
Spring medium:	Semi-elliptic leaf springs		
Damper type:	Telescopic	Adjustable:	No
Anti-sway bar:	Not fitted	Adjustable:	
Suspension adjustable:	No	Method:	
Comments:	Additional lateral and longitudinal linkages permitted; adjustable dampers permitted. Original upper damper mountings must be used; 'turret' style damper mountings (where modification of floor pan is necessary) are NOT permitted.		

1.4 STEERING

Type	Rack & pinion	Make:	Cam Gears or Burman
Comments:			

1.5 BRAKES

	Front	Rear
Type:	Disc	Drum
Dimensions:	218mm x 9.5mm	203mm x 44.5mm
Material of drum/disc	Cast Iron	Pressed steel
No. cylinders/pots per wheel:	2	1
Actuation:	hydraulic	Hydraulic
Caliper: Make, Material, Type:	Girling iron 2 pot	
Master cylinder make:	Girling	Type Tandem (split system)
Adjustable bias:	No	
Servo Fitted:	Yes	
Comments:	Use of twin master cylinders with adjustable bias permitted. Bias adjustment operable by driver not permitted. Modifications limited to pedal box (no bodysheel modifications).	

SECTION 2 - ENGINE

2.1 ENGINE

Make: Ford
Model: "Kent" cossflow.
No. cylinders: 4 **Configuration:** In line
Cylinder Block - material: Cast iron **Four Stroke**
Bore - Original: 81.5mm **Max. allowed:** 82.5mm
Stroke - original: 63mm **Max. allowed:** 63mm
Capacity original: - 1297cc **Max. allowed:** 1348cc
Cooling method: Water cooled
Identifying marks: 681F 6105AA or 711M 6105AA
Comments:

2.2 CYLINDER HEAD

Make: Ford
No. of valves/cylinder-2 **Inlet:** 1 **Exhaust:** 1
No. of ports total: 8 **Inlet:** 4 **Exhaust:** 4
No. of camshafts: 1 **Location:** Cylinder block **Drive:** Roller chain
Valve actuation: Pushrods & rockers
Spark plugs/cylinder: 1
Identifying marks: 1300:2733E 6090 A 1300GT: 2737E 6090A
Comments: Note the 2737E 6090A head unlike other 'Kent' heads which are completely flat, has small combustion chambers and the valves are some 2.5mm shorter. The GT pistons do not have valve reliefs in the annular crown.

2.3 LUBRICATION

Method: Wet sump **Oil tank location:**
Dry sump pump type: **Location:**
Oil cooler standard: No **Location:**
Comments: Baffling of sump and fitting an oil cooler are permitted

2.4 IGNITION SYSTEM

Type: Coil & distributor
Make: Lucas or Autolite
Comments: Electronic ignition systems not permitted

2.5 FUEL FEED

Carburettor: 1300: Ford model C7AH single choke 25mm venturi
GT1300: Weber model 32DFE dual choke 23/24mm venturis
Fuel injection Make: **Type:**
Supercharged: **Type:**
Comments: No regulations permit other carburettors of the period.

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make: Ford **Type:** diaphragm **Diameter:** 190mm
No. of Plates: One
Actuation: Cable
Comments:

3.2 TRANSMISSION

Type: Manual synchromesh

Make: Ford

No. forward speeds: 4

Gearbox location: Behind engine

Gearchange type and location: Remote change linkage in extension housing.

Case material: Cast iron

Identifying marks:

Comments: In 1974 Ford standardised on the larger 2-litre gearbox. This gearbox, identified by the detachable bell-housing and 1 1/32" input shaft are not eligible in Group Nc.

3.3 FINAL DRIVE

Make: Ford **Model:** "English" banjo type

Wheel drive method: Rear

Ratios: 4.1:1 standard

Differential: Free

Type: Bevel gear

Comments: Ratios and differential action are free in Group Nc. Some post-1972 cars were fitted with Borg Warner Australia integral carrier rear axles. These are not Nc acceptable.

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number: One **Location:** Gearbox to rear axle.

Description: Open tubular steel tailshaft with Hardy-Spicer type U/J's. Both single piece and two piece (with intermediate bearing) fitted.

Comments:

3.5 WHEELS & TYRES

Wheel type: Original:	Conventional disc	Material: Steel
		Original:
	Allowed: Alternative period style	Allowed: Aluminium alloy
Fixture method:	Studs & nuts	No. studs: 4
	FRONT	REAR
Wheel dia. & rim width		
Original:	12" x 4.5"	12" x 4.5"
Allowed	12" or 13" x 6"	12" or 13" x 6"
Tyre Section:		
Original:	5.50 x 12"	5.50 x 12"
Allowed	205 max	205 max
Aspect ratio - minimum:	60	60
Comments:	Use of 13" wheels in period is documented and thus 13" wheels permitted	

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location: Right corner of boot **Capacity:** 40 Litres
Fuel pump, type and location: Mech. on engine **Make:** Ford
Comments:

4.2 ELECTRICAL SYSTEM

Voltage: 12 volt **Generator or Alternator fitted**
Battery Location: L.H. Engine bay
Comments:

4.3 BODYWORK

Type: Unitary saloon **Material:** Steel
No. of seats: 4 **No. doors:** 2 or 4
Comments: GT1300 available only in 2-door form.

4.4 DIMENSIONS

Track - Front: 1260mm **Rear:** 1280mm
Wheelbase: 2400mm **Overall length:** 3980mm
Dry weight: 2-door 800 Kg. 4-door 825 Kg.
Comments:

4.5 SAFETY EQUIPMENT

Fire extinguisher required
Seat belt required
Rollbar required

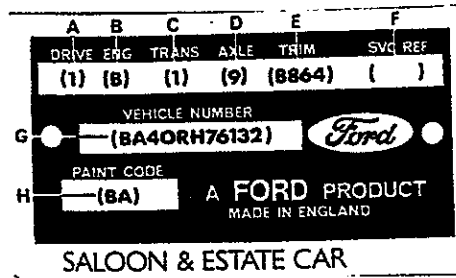
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SPECIFICATION DIFFERENCES BETWEEN ESCORT 1300 AND GT 1300 MODELS

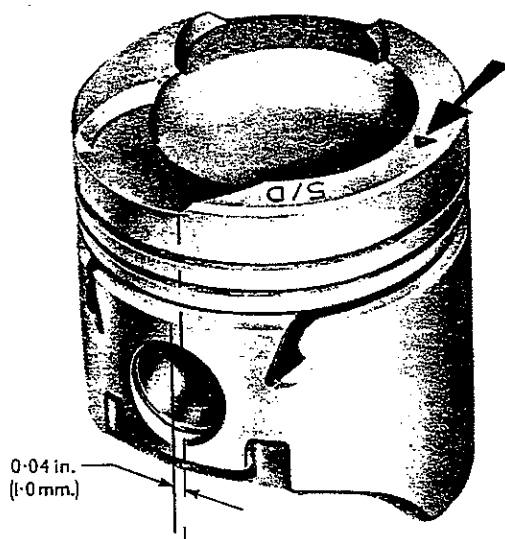
1. The GT 1300 has a similar instrument panel to the Twin-Cam (tacho and speedo ranges do differ) which requires a larger 'binnacle' compared with normal 1300 which has the smaller '2 dial' instrument panel incorporating speedo and combined fuel and temperature gauge.
2. The GT 1300 gearbox has improved gear ratios although the Group Nc freedoms negate any differences in gear ratios which can be used.
3. The GT 1300 has a unique cylinder head (P/No. 2737E-6090-A) which differs from other heads in the "Kent" crossflow engine range in that it has small combustion chambers in the cylinder head - the valves are actually recessed about 2.5mm below the head surface. Other heads in the "Kent" range (the 1300 head is P/No. 2733E-6090-A) have a completely flat surface. The GT 1300 pistons have no valve relief in their top surface (refer Appendix E) and the valves are actually 2.5mm shorter. Note that should a competitor present a GT1300, under Group Nc regulations he is restricted to the unique GT1300 head (P/No.2737E-6090-A) and he may not use the much more common 'flat' head from other engines in the "Kent" family. However given the relative rarity these days of genuine GT1300 bodies together with the Group Nc freedoms (viz. additional instruments, gear ratios, induction system, exhaust system) there is no performance advantage in the GT1300 and it is most unlikely that competitors will present other than a base model Escort 1300 for Group Nc racing.
4. NOTE re. later gearboxes. Around 1974 Ford Australia rationalized the gearboxes it was importing for the Escort range, standardizing on the 2-litre gearbox (identified by the larger 1 1/32" diameter input and output shafts and separate bell-housing). These 2-litre gearboxes were fitted behind 1100cc and 1300cc engines in later MkI Escorts (and behind 1600cc engines in MkII Escorts) but are NOT eligible for Group Nc as they were not in use in the Escort MkI prior to the Group Nc termination date of 31 December 1972.

Graham Hoinville
June 2001.

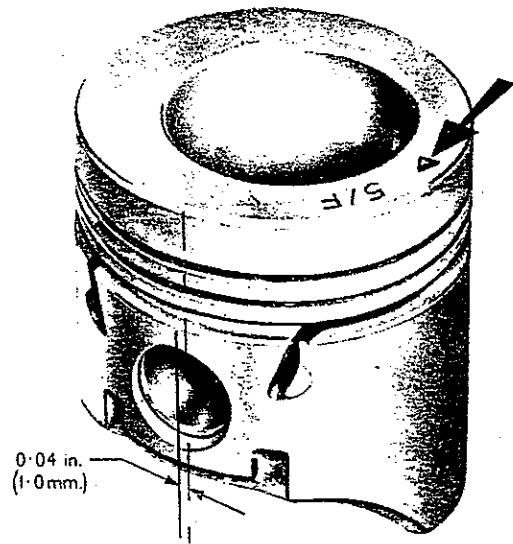
TYPE OF I/D PLATE TO BE FOUND ON U.K. PRODUCTION ESCORTS



ESCORT 1300 and GT 1300 PISTONS



1300



GT 1300

**ADDITIONAL INFORMATION ON Mk.I ESCORT
WILL BE FOUND IN THE SUPPLEMENTARY
INFORMATION SHEETS INCLUDED WITH THE
ESCORT TWIN-CAM SPECIFICATION SHEETS.**