



5TH CATEGORY - HISTORIC RACING  
**GROUP N**  
 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.

<b>Make of Car:</b>	Ford	<b>Model:</b>	Escort Mark 1 1300 & GT 1300
<b>Period of Original Manufacture:</b>	1970 – 1975		
<b>Motorsport Australia Historic Group:</b>	Nc		
<b>Date of Issue of this Document:</b>	28 September 2021		



Refer to Motorsport Australia Manual of Motor Sport, Vehicle Eligibility, Historic Touring Cars, General Requirements & Nc Regulations for permitted modifications.

***Update Log***


**SECTION 1 - CHASSIS**

**CHASSIS**

<b>Description:</b>	Uni body, two or four door sedan GT1300 are two door only
<b>Period of Manufacture:</b>	1970-1975
<b>Manufacturer:</b>	Ford Australia
<b>Chassis Number From:</b>	Typical prefix CK40xxxxxxx or CK44xxxxxxx
<b>Chassis Number location:</b>	Top of RH suspension tower
<b>Material:</b>	Steel
<b>Comments</b>	None

**FRONT SUSPENSION**

<b>Description:</b>	Independent - by MacPherson Strut with lower arm and sway bar		
<b>Spring Medium:</b>	Coil		
<b>Damper Type:</b>	Telescopic incorporated in strut	<b>Adjustable:</b>	No
<b>Anti-sway bar:</b>	Yes	<b>Adjustable:</b>	No
<b>Suspension adjustable:</b>	Yes	<b>Method:</b>	Toe
<b>Comments:</b>	Refer to Appendix A.		

**REAR SUSPENSION**

<b>Description:</b>	Live rear axle with trailing links		
<b>Spring Medium:</b>	Semi elliptic leaf		
<b>Damper Type:</b>	Telescopic	<b>Adjustable:</b>	No
<b>Anti-sway bar:</b>	No	<b>Adjustable:</b>	N/A
<b>Suspension adjustable:</b>	No	<b>Method:</b>	N/A
<b>Comments:</b>	Refer to Appendix A.		

**STEERING**

<b>Type:</b>	Rack and pinion	<b>Make:</b>	Ford
<b>Comments</b>	None		

**BRAKES**

	<b>Front</b>	<b>Rear</b>
<b>Type:</b>	Disc, solid	Drum
<b>Dimensions:</b>	9.5 mm x 218 mm	203 mm x 44.5 mm
<b>Material of drum/disc:</b>	Cast iron	Cast iron
<b>No. cylinders/pots per wheel:</b>	Two	One
<b>Actuation:</b>	Hydraulic	Hydraulic
<b>Caliper make:</b>	Girling	
<b>Caliper type:</b>	Single Cylinder	
<b>Material:</b>	Cast iron	
<b>Master cylinder make:</b>	Girling	
<b>Type:</b>	Tandem	
<b>Adjustable bias:</b>	None	
<b>Servo Fitted:</b>	Yes	
<b>Comments:</b>	None	

**SECTION 2 - ENGINE**

**ENGINE**

<b>Make:</b>	Ford		
<b>Model:</b>	"Kent" crossflow		
<b>No. cylinders:</b>	Four	<b>Configuration:</b>	In-line
<b>Cylinder Block-material:</b>	Cast iron	<b>Two/Four Stroke:</b>	Four
<b>Bore - Original:</b>	81.001 mm	<b>Max allowed:</b>	82.501 mm
<b>Stroke - original:</b>	62.992 mm	<b>Max allowed:</b>	62.992 mm
<b>Capacity - original:</b>	1298 cc	<b>Max allowed:</b>	1347 cc
<b>Identifying marks:</b>	681F-6015BA or 711M-6015AA		
<b>Cooling method:</b>	Liquid		
<b>Comments:</b>	None		

**CYLINDER HEAD**

<b>Make:</b>	Ford		
<b>No. of valves/cylinder:</b>	Two	<b>Inlet:</b> One	<b>Exhaust:</b> One
<b>No. of ports total:</b>	Eight	<b>Inlet:</b> Four	<b>Exhaust:</b> Four
<b>No. of camshafts:</b>	One	<b>Location:</b> Block	<b>Drive:</b> Chain
<b>Valve actuation:</b>	Pushrod and Rocker		
<b>Spark plugs/cylinder:</b>	One		
<b>Identifying marks:</b>	1300	2733E 6090A	
	1300GT	2737E 6090A	
<b>Comments:</b>	Note that the 2737E 6090A head, unlike other "Kent" heads which are completely flat, has small combustion chambers and the valves are some 2.5 mm shorter. The GT pistons do not have valve reliefs in the annular crown.		

**LUBRICATION**

<b>Method:</b>	Wet sump	<b>Oil tank location:</b>	N/A
<b>Dry sump pump type:</b>	N/A	<b>Location:</b>	N/A
<b>Oil cooler standard:</b>	No	<b>Location:</b>	N/A
<b>Comments:</b>	None		

**IGNITION SYSTEM**

<b>Type:</b>	Points, coil and distributor
<b>Make:</b>	Lucas/Autolite
<b>Comments:</b>	Breakerless electronic ignition permitted

**FUEL SYSTEM**

<b>Carburettor Make - 1300:</b>	Ford	<b>Model:</b>	C7AH
<b>Carburettor Number - 1300:</b>	One		
<b>Size:</b>	25 mm		
<b>Carburettor Make - GT1300:</b>	Weber	<b>Model:</b>	32DFE
<b>Carburettor Number - GT1300:</b>	One		
<b>Size:</b>	23/25 mm		
<b>Fuel injection Make:</b>	N/A	<b>Type:</b>	N/A
<b>Supercharged:</b>	No	<b>Type:</b>	N/A
<b>Comments:</b>	None		

**SECTION 3 - TRANSMISSION**

**CLUTCH**

<b>Make:</b>	Ford
<b>Type:</b>	Diaphragm
<b>Diameter:</b>	190 mm
<b>No. of Plates:</b>	One
<b>Actuation:</b>	Hydraulic
<b>Comments:</b>	None

**TRANSMISSION**

<b>Type:</b>	Synchromesh
<b>Make:</b>	Ford – Type 2 Single Rail
<b>Gearbox location:</b>	Behind engine
<b>No. forward speeds:</b>	Four
<b>Gearchange type and location:</b>	Remote change in extension housing
<b>Case material:</b>	Cast iron with separate cast iron bell housing
<b>Identifying marks:</b>	N/A
<b>Comments:</b>	The following gearboxes may be used upon application: <ul style="list-style-type: none"> <li>• Ford – Type 3 Single Rail</li> <li>• Ford – Type E Single Rail</li> </ul> Refer to Appendix A.

**FINAL DRIVE**

<b>Make:</b>	Ford	<b>Model:</b>	‘English ‘Banjo type
<b>Type:</b>	Live rear axle		
<b>Ratios:</b>	Various		
<b>Differential type:</b>	Free; torque biasing (LSD) permitted.		
<b>Comments:</b>	Some post-1972 cars were fitted with Borg Warner Australia integral carrier rear axles. These are not Nc acceptable.		

**TRANSMISSION SHAFTS (EXPOSED)**

<b>Number:</b>	One. One & two piece (with centre bearing) fitted.
<b>Location:</b>	Gearbox to final drive
<b>Description:</b>	Tubular and Open tail shaft with twin uni joints.
<b>Comments:</b>	One

**WHEELS & TYRES**

<b>Wheel type - Original:</b>	Pressed disc	<b>Material - Original:</b>	Steel
<b>Wheel type - Allowed:</b>	Steel Alloy (period style)	<b>Material - Allowed:</b>	Steel Alloy
<b>Fixture method:</b>	Studs and nuts	<b>No. studs:</b>	Four
<b>Wheel dia. &amp; rim width</b>	<b>FRONT</b>		<b>REAR</b>
<b>Original:</b>	4.5" x 12"		4.5" x 12"
<b>Allowed</b>	6" x 12" 6" x 13"		6" x 12" 6" x 13"
<b>Tyre Section:</b>			
<b>Allowed:</b>	Refer approved tyre list.		
<b>Aspect ratio - minimum:</b>	60% minimum aspect ratio.		
<b>Comments:</b>	None		

**SECTION 4 GENERAL**

**FUEL SYSTEM**

<b>Tank Location:</b>	RH side of boot	<b>Capacity:</b>	40 litres
<b>Fuel pump, type:</b>	Mechanical on engine block	<b>Make:</b>	Ford
<b>Comments:</b>	None		

**ELECTRICAL SYSTEM**

<b>Voltage:</b>	12	<b>Alternator fitted:</b>	Alternator
<b>Battery Location:</b>	Engine bay		
<b>Comments:</b>	None		

**BODYWORK**

<b>Type:</b>	Closed touring	<b>Material:</b>	Steel
<b>No. of seats:</b>	Four	<b>No. doors:</b>	Two or four
<b>Comments:</b>	None		

**DIMENSIONS**

<b>Track - Front:</b>	1260 mm	<b>Rear:</b>	1280 mm
<b>Wheelbase:</b>	2400 mm	<b>Overall length:</b>	3980 mm
<b>Dry weight:</b>	825 kg		
<b>Comments:</b>	None		

**SAFETY EQUIPMENT**

Refer applicable Group Regulations
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## Appendix A

### Suspension

#### Front

Adjustable strut top mounts and dampers permitted. Spring platform location may be changed; adjustable spring platforms are permitted. Spring height adjustment permitted.

#### Rear

Additional lateral and longitudinal linkages permitted; adjustable dampers permitted. Rear damper original upper mountings must be used; 'turret' style upper mountings (where modification to body floor pan is necessary) are NOT permitted.

Spring height adjustment permitted.

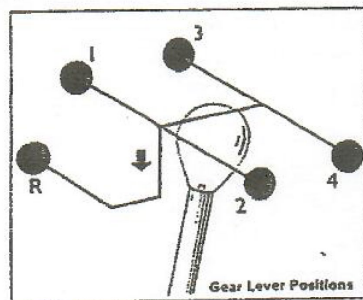
### Gearboxes

#### Type 2 Single Rail



#### Features:

- Single rail
- Reverse is next to first gear (LHS)



- One-piece bell housing and main case
- Case is cast iron, tail housing is alloy
- Starter motor is on the driver's side
- 7/8" x 20 spline input shaft

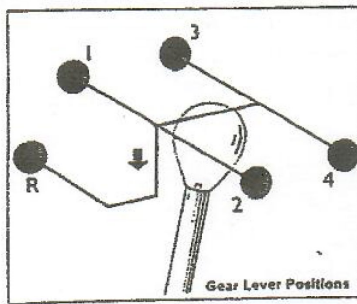
The following gearboxes may be used upon application for component substitution, log book endorsed.

#### Type 3 Single Rail



**Features:**

- Single rail
- Reverse is next to first gear (LHS)



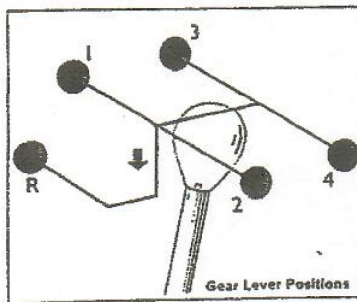
- Case is cast iron, tail housing is alloy
- Starter motor is on the driver's side
- 7/8" x 20 spline input shaft

**Type E Single Rail**



**Features:**

- Single rail
- Reverse is next to first gear (LHS)



- Case is cast iron, tail housing is alloy
- Starter motor is on the driver's side