

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:	Nagari (Coupe and Roadster)
Period of Original Manufacture:	1968 - 1974		
Motorsport Australia Historic Group:	Sb/Sc		
Date of Issue of this Document:	30/6/2022		



Update Log

30/6/2022	Document layout

SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Steel backbone chassis
Period of Manufacture:	1968 - 1974
Manufacturer:	Bolwell cars
Chassis Number From:	
Chassis Number location:	
Material:	Steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Independent – unequal length wishbones		
Spring Medium:	Coil		
Damper Type:	Telescopic	Adjustable:	Permitted
Anti-sway bar:	Fitted	Adjustable:	Permitted
Suspension adjustable:	Yes	Method:	Shims
Comments:	Spring rates and ride heights may be adjusted. Refer Group S regulations for permitted modifications		

1.3. REAR SUSPENSION

Description:	Live axle – Trailing arms		
Spring Medium:	Coil		
Damper Type:	Telescopic	Adjustable	Permitted
Anti-sway bar:	No	Adjustable:	N/A
Suspension adjustable:	No	Method:	N/A
Comments:	Spring rates and ride heights may be adjusted. Refer Group S regulations for permitted modifications		

1.4. STEERING

Type:	Rack and Pinion	Make:	BMC
Comments	None		

1.5. BRAKES

	Front	Rear
Type:	Disc	Drum
Dimensions:	286 mm x 23.9 mm	254 mm x 57 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girling	
Caliper type:		
Material:	Cast iron	
Master cylinder make:	Various	
Type:	Tandem	
Adjustable bias:	No	
Servo Fitted:	Yes	
Comments:	Dual or tandem master cylinders permitted. Refer Group S regulations for permitted modifications	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	Ford		
Model:	302 Windsor		
No. cylinders:	Eight	Configuration:	Vee
Cylinder Block-material:	Cast iron	Two/Four Stroke:	Four
Bore - Original:	101.6 mm	Max allowed:	103.1 mm
Stroke - original:	76.2 mm	Max allowed:	76.2 mm
Capacity - original:	4940 cc	Max allowed:	5082 cc
Identifying marks:	The engine number is stamped on the front of the block behind the alternator. In later models this was stamped at the back of the block behind the intake manifold.		
Cooling method:	Liquid		
Comments:	Refer Group S regulations for permitted modifications		

2.2. CYLINDER HEAD

Make:	Ford		
No. of valves/cylinder:	Two	Inlet: One	Exhaust: One
No. of ports total:	Eight	Inlet: Four	Exhaust: Four
No. of camshafts:	One	Location: Block	Drive: Chain
Valve actuation:	Pushrod and rocker		
Spark plugs/cylinder:	One		
Identifying marks:	N/A		
Comments:	Refer Group S regulations for permitted modifications		

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. Refer Group S regulations for permitted modifications		

2.4. IGNITION SYSTEM

Type:	Points, Coil and Distributor		
Make:	Various		
Comments:	Breakerless electronic ignition permitted. Refer Group S regulations for permitted modifications		

2.5. FUEL SYSTEM

Carburettor Make:	Holley	Model:	500
Carburettor Number:	One		
Size:	Various		
Fuel injection Make:	N/A	Type:	N/A
Supercharged:	No	Type:	N/A
Comments:	Carburettors may be replaced with period units. Choke size is free. Refer Group S regulations for permitted modifications		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	Borg and Beck
Type:	Diaphragm
Diameter:	254 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	Clutch and method of actuation are free.

3.2. TRANSMISSION

Type:	4 speed synchromesh
Make:	Ford
Model	Top loader
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:	Ford	Model:	
Rear wheel drive method	Rear		
Ratios:	Various		
Differential type:	Free		
Comments:	Limited slip differential permitted. Refer Group S regulations for permitted modifications		

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:	Bolwell alloy	Material - Original:	Alloy
Wheel type - Allowed:	Steel Period alloy	Material - Allowed:	Steel Alloy
Fixture method:	Bolt on	No. studs:	Five
Wheel dia. & rim width	FRONT		REAR
Original:	6" x 14"		6" x 14"
Allowed	6" x 14" 6" x 15"		6" x 14" 6" x 15"
Tyre Section:			
Original:			
Allowed:	205/60		205/60
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	Refer approved tyre list. Refer Group S regulations for permitted modifications		

SECTION 4 GENERAL

4.1. FUEL SYSTEM

Tank Location:	Rear	Capacity:	54 litres
Fuel pump, type:	Mechanical, on engine	Make:	Ford
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. Roadster	Material:	GRP
No. of seats:	Two	No. doors:	Two
Comments:	None		

4.4. DIMENSIONS

Track - Front:	1448 mm	Rear:	1498 mm
Wheelbase:	2286 mm	Overall length:	4013 mm
Dry weight:	927 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.

