



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.

Make of Car:	Ford	Model:	Escort Mark 1 1300 & GT 1300
Period of Original Manufacture:	1970 – 1975		
Motorsport Australia Historic Group:	Nc		
Date of Issue of this Document:	1 January 2024		



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

Update Log

1/1/2024	Inclusion of kerb and minimum racing weights

SECTION 1 - CHASSIS

CHASSIS

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

FRONT SUSPENSION

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

REAR SUSPENSION

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

STEERING

Type:	Rack and pinion	Make:	Ford
Comments	None		

BRAKES

	Front	Rear
Type:	Disc - solid	Drum
Dimensions:	218 mm x 17 mm	203 mm x 44.5 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girling	
Caliper type:	Single Cylinder	
Material:	Cast iron	
Master cylinder make:	Girling	
Type:	Tandem	
Adjustable bias:	None	
Servo Fitted:	Yes	
Comments:	None	

SECTION 2 - ENGINE

ENGINE

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

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:	1300 2733E 6090A 1300GT 2737E 6090A		
Comments:	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

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:	None		

IGNITION SYSTEM

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

FUEL SYSTEM

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

SECTION 3 - TRANSMISSION

CLUTCH

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

TRANSMISSION

Type:	Synchromesh
Make:	Ford – Type 2 Single Rail
Gearbox location:	Behind engine
No. forward speeds:	Four
Gearchange type and location:	Remote change in extension housing
Case material:	Cast iron with separate cast iron bell housing
Identifying marks:	N/A
Comments:	The following gearboxes may be used upon application: • Ford – Type 3 Single Rail • Ford – Type E Single Rail Refer to Appendix A.

FINAL DRIVE

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

TRANSMISSION SHAFTS (EXPOSED)

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

WHEELS & TYRES

Wheel type - Original:	Pressed disc	Material - Original:	Steel
Wheel type - Allowed:	Steel Alloy (period style)	Material - Allowed:	Steel Alloy
Fixture method:	Studs and nuts	No. studs:	Four
Wheel dia. & rim width	FRONT		REAR
Original:	4" x 12" 4.5" x 12"		4" x 12" 4.5" x 12"
Allowed	6" x 12" 6" x 13"		6" x 12" 6" x 13"
Tyre Section:			
Allowed:	Refer approved tyre list.		
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	None		

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SECTION 4 GENERAL

FUEL SYSTEM

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

ELECTRICAL SYSTEM

Voltage:	12	Alternator fitted:	Alternator
Battery Location:	Engine bay		
Comments:	None		

BODYWORK

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

DIMENSIONS

Track - Front:	1260 mm	Rear:	1280 mm
Wheelbase:	2400 mm	Overall length:	3980 mm
Approved Manufacturer's kerb weight:	785 kgs		
Approved minimum racing weight:	761 kgs		
Comments:	None		

SAFETY EQUIPMENT

Refer applicable Group Regulations

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.

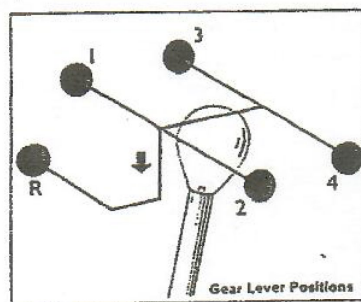
Gearboxes

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

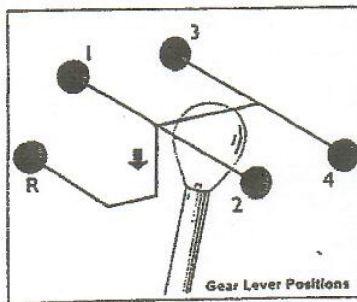
The following gearboxes may be used upon application for component substitution, log book endorsed.

Type 3 Single Rail



Features:

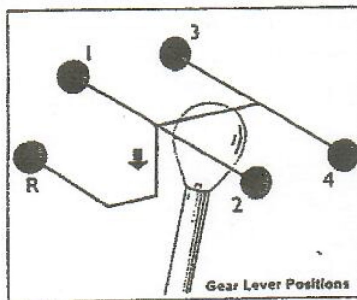
- Single rail
- Reverse is next to first gear (LHS)



- 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