



5TH CATEGORY - HISTORIC RACING GROUP N APPROVED VEHICLE SPECIFICATION
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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:	Lotus Cortina Mark 2
Period of Original Manufacture:	February 1967 – July 1970		
Motorsport Australia Historic Group:	Nc		
Date of Issue of this Document:	1 April 2025		



Refer to The *Manual*, Historic Appendix, Vehicle Eligibility, General Requirements & Historic Touring Cars Group N Regulations for permitted modifications.

Update Log

1/1/2024	Inclusion of kerb and minimum racing weights
26/2/2025	Adjustment of vehicle weights

SECTION 1 - CHASSIS

CHASSIS

Description:	Unitary construction
Period of Manufacture:	February 1967 – July 1970
Manufacturer:	Ford
Chassis Number From:	CK 1338C
Chassis Number location:	Top of RH skirt – Front of Strut Mount
Material:	Steel with aluminium-alloy skinned swinging panels
Comments	None

FRONT SUSPENSION

Description:	Independent - by MacPherson strut with torque reactor and stabiliser bar		
Spring Medium:	Coil		
Damper Type:	Telescopic double acting integrated	Adjustable:	No
Anti-sway bar:	Yes	Adjustable:	No
Suspension adjustable:	Yes	Method:	Toe
Comments:	Refer to Appendix A.		

REAR SUSPENSION

Description:	Live rear axle.		
Spring Medium:	Semi elliptical 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:	Recirculating ball 2.5 turns lock to lock	Make:	Ford
Comments	None		

BRAKES

	Front	Rear
Type:	Disc, solid	Drum
Dimensions:	12.7 mm x 244 mm	229 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:	Tandem	
Material:	Cast iron	
Master cylinder make:	Girling	
Type:	Single	
Adjustable bias:	None	
Servo Fitted:	No	
Comments:	None	

SECTION 2 - ENGINE

ENGINE

Make:	Ford		
Model:	Pre - cross flow type		
No. cylinders:	Four	Configuration:	In-line
Cylinder Block-material:	Cast iron	Two/Four Stroke:	Four
Bore - Original:	82.55 mm	Max allowed:	83.70 mm
Stroke - original:	72.75 mm (some books say 72.82 mm)	Max allowed:	72.75 mm 72.82 mm
Capacity - original:	1558 cc	Max allowed:	1600 cc
Identifying marks:	681F-6015BA		
Cooling method:	Liquid		
Comments:	Any 7.78" height deck block with the following Engine Casting Block number: 116E-6015BA, 118E-6015BA, 120E-6015, 120E-6015BA, 2731-6015BA, 3020-6015BA, 681F-6015BA, 701M-6015BA, as well as new Ford Motorsport block Part number M-6010-16L.		

CYLINDER HEAD

Make:	Lotus Ford		
No. of valves/cylinder:	Two	Inlet: One	Exhaust: One
No. of ports total:	Eight	Inlet: Four	Exhaust: Four
No. of camshafts:	Two	Location: Overhead	Drive: Chain
Valve actuation:	Direct from camshaft via buckets		
Spark plugs/cylinder:	One		
Identifying marks:	N/A		
Comments:	None		

LUBRICATION

Method:	Wet sump external oil pump driven off idler cam located in cylinder block	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:	Weber	Model:	40DCOE
Carburettor Number:	Two		
Size:	Various		
Fuel injection Make:	N/A	Type:	N/A
Supercharged:	No	Type:	N/A
Comments:	None		

SECTION 3 - TRANSMISSION

CLUTCH

Make:	Ford
Type:	Dry plate
Diameter:	203 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	None

TRANSMISSION

Type:	Synchromesh
Make:	Ford – Type 2000E Type 3 single rail Refer Appendix A
Gearbox location:	Behind engine
No. forward speeds:	Four
Gearchange type and location:	Remote change in extension housing
Case material:	Cast iron
Identifying marks:	N/A
Comments:	Aluminium bell housing and gearbox extension housing are not permitted.

FINAL DRIVE

Make:	Ford	Model:	'English 'Banjo type
Type:	Live rear axle, Semi floating hypoid		
Ratios:	Various		
Differential type:	Semi floating hypoid		
Comments:	Differential carrier is cast iron		

TRANSMISSION SHAFTS (EXPOSED)

Number:	One or two piece.
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:	5.5" x 13"		5.5" x 13"
Allowed	7" x 13"		7" x 13"
Tyre Section:			
Allowed:	Refer approved tyre list.		
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	Minilite wheels Ford optional equipment		

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SECTION 4 GENERAL

FUEL SYSTEM

Tank Location:	Floor of boot	Capacity:	45 litres
Fuel pump, type:	Electric Boot	Make:	Facet
Comments:	None		

ELECTRICAL SYSTEM

Voltage:	12	Alternator fitted:	Alternator
Battery Location:	Right side of luggage compartment.		
Comments:	None		

BODYWORK

Type:	Closed touring	Material:	Steel. Swinging panels aluminium skinned
No. of seats:	Four	No. doors:	Two
Comments:	Interior and exterior trim must be present in its entirety.		

DIMENSIONS

Track - Front:	1359 mm	Rear:	1321 mm
Wheelbase:	2490 mm	Overall length:	4267 mm
Approved Manufacturer's kerb weight:	855 kgs		
Approved minimum racing weight:	834 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. Spring height adjustment permitted. Axle location may be improved.

Gearboxes

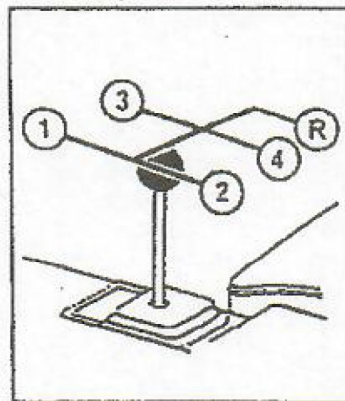
Make:

2000-E



Features:

- Three rail
- Reverse is next to top gear (RHS)



Gear Lever Positions

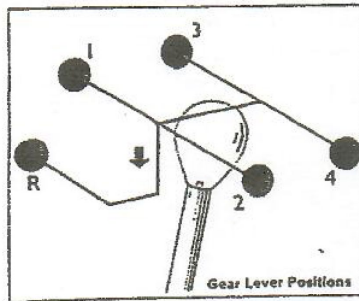
- Case and extension housing are cast iron
- Starter motor is on the driver's side
- 7/8" x 20 spline input shaft

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