



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>	Cortina – 220,240, 240L, 440 – Mark II
<b>Period of Original Manufacture:</b>	August 1967-1969		
<b>Motorsport Australia Historic Group:</b>	Nc		
<b>Date of Issue of this Document:</b>	1 January 2024		



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

**SECTION 1 - CHASSIS**

**CHASSIS**

<b>Description:</b>	Uni body, two or four door sedan
<b>Period of Manufacture:</b>	1968
<b>Manufacturer:</b>	Ford
<b>Chassis Number From:</b>	Body model codes are 12414, 12433 and 12434
<b>Chassis Number location:</b>	Late model vehicles have ID on firewall
<b>Material:</b>	Steel
<b>Comments</b>	Nil

**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 elliptical 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>	Recirculating ball	<b>Make:</b>	Ford
<b>Comments</b>	Original form including rod ends must be retained		

**BRAKES**

	<b>Front</b>	<b>Rear</b>
<b>Type:</b>	Disc, solid	Drum
<b>Dimensions:</b>	12.7 mm x 244 mm	228 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>	Single	
<b>Adjustable bias:</b>	None	
<b>Servo Fitted:</b>	No	
<b>Comments:</b>	None	

**SECTION 2 - ENGINE**

**ENGINE**

<b>Make:</b>	Ford		
<b>Model:</b>	2737E crossflow engine		
<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>	80.97 mm	<b>Max allowed:</b>	82.47 mm
<b>Stroke - original:</b>	77.62 mm	<b>Max allowed:</b>	77.62 mm
<b>Capacity - original:</b>	1599 cc	<b>Max allowed:</b>	1660 cc
<b>Identifying marks:</b>	691M-6015BA		
<b>Cooling method:</b>	Liquid		
<b>Comments:</b>	Any 8.21" height deck block with the following Engine Casting Block number: 681F-6015BA, 691M-6015BA, 691F-6015BA, 711M-6015BA, as well as new Ford Motorsport block Part number M-6010-16L.		

**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>	N/A		
<b>Comments:</b>	Cylinder head is a crossflow type.		

**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:</b>	Ford/Zenith	<b>Model:</b>	VN
<b>Carburettor Number:</b>	One		
<b>Size:</b>	Various		
<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>	Coil spring
<b>Diameter:</b>	191 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 3 single rail or type 2 single rail Refer Appendix A
<b>Gearbox location:</b>	Behind engine
<b>No. forward speeds:</b>	Four
<b>Gearchange type and location:</b>	Centre lever shift
<b>Case material:</b>	Cast iron with separate cast iron bell housing
<b>Identifying marks:</b>	N/A
<b>Comments:</b>	Aluminium drive line components Homologated for MK 1 Lotus Cortinas are not legal for other models.

**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>	Banjo		
<b>Comments:</b>	None		

**TRANSMISSION SHAFTS (EXPOSED)**

<b>Number:</b>	One.
<b>Location:</b>	Gearbox to final drive
<b>Description:</b>	Tubular and Open tail shaft with twin uni joints.
<b>Comments:</b>	None

**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" x 13"		4" x 13"
<b>Allowed</b>	7" x 13"		7" 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>	1290 mm plus or minus 25 mm	<b>Rear:</b>	1270 mm plus or minus 25mm
<b>Wheelbase:</b>	2489 mm plus or minus 25mm	<b>Overall length:</b>	4275 mm
<b>Approved Manufacturer's kerb weight:</b>	2 door - 876 kgs 4 door - 876 kgs		
<b>Approved minimum racing weight:</b>	2 door - 850 kgs 4 door - 850 kgs		
<b>Comments:</b>	Separate F O R D letters on bonnet and boot, a black grille and chrome above and below the tail lights. The 240 and 440 got chrome strips on the rear flanks, but not on the L. L stood for luxury, it got chrome sill moulds, side stripes, upgraded seats and woodgrain trim.		

### 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

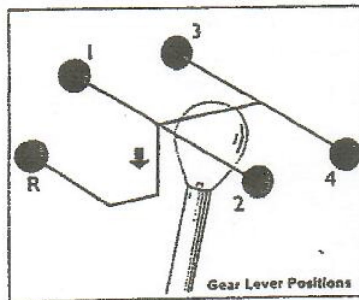
Make:

#### Type 3 Single Rail



Features:

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



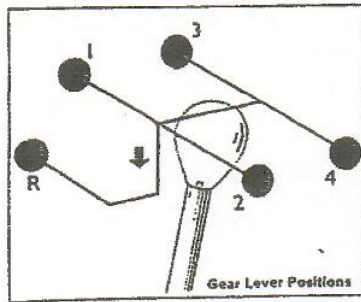
- Case is cast iron, tail housing is alloy
- Starter motor is on the driver's side
- 7/8" x 20 spline input shaft

#### Type 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