CAMS

5TH CATEGORY - HISTORIC RACING

GROUP No

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 CAMS Manual of Motor Sport.

Make of Car: FORD

Model: ESCORT Mkl 1300 & GT1300

Period of Original Manufacture: 1970-75

CAMS Historic Group: No

Date of Issue of this Document: May 2004



This form was issued without alteration or erasure.

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description: Manufacturer: Unitary construction with body

Ford Australia

Chassis no. from: Chassis no. location: Typical prefix CK40xxxxx Top of RH suspension tower

Material:

Steel

Comments:

Assembled in Australia from CKD parts of European origin; some local

components.

1.2 FRONT SUSPENSION

Description:

Independent by Mc. Pherson Strut

Spring medium:

Helical coil

Damper Type: Anti-sway bar: Telescopic incorporated in strut Integral with front suspension

Adjustable: No Adjustable: No

Period of Manufacture:

1970-1975

Suspension adjustable:

Toe-in only

Method:

Tie rod ends

Comments: Adjustable top strut mounts and dampers permitted. Adjustable spring platforms

are permitted.

1.3 REAR SUSPENSION

Description:

Live rear axle

Spring medium:

Semi-elliptic leaf springs

Damper type: Anti-sway bar: Telescopic Not fitted

Adjustable: No Adjustable: Method:

Suspension adjustable:

No

Comments: Additional lateral and longditudinal linkages permitted; adjustable dampers

permitted. Original upper damper mountings must be used; 'turret' style damper mountings (where modification of floor pan is necessary) are NOT permitted.

1.4 STEERING

Type

Rack & pinion

Make:

Cam Gears

or Burman

Comments:

1.5 BRAKES

Front

Rear

Type: Dimensions:

Disc 218mm x 9.5mm

Drum 203mm x 44.5mm Pressed steel

Material of drum/disc No. cylinders/pots per wheel: Cast Iron 2 hydraulic

Hydraulic

Actuation: Caliper: Make, Material, Type:

Girling iron 2 pot

Master cylinder make:

Girling

Type Tandem (split system)

Adjustable bias: Servo Fitted:

No Yes

Comments: Use of twin master cylinders with adjustable bias permitted. Bias adjustment operable by driver not permitted. Modifications limited to pedal box (no bodyshell modifications).

SECTION 2 - ENGINE

2.1 ENGINE

Make:

Ford

Model:

"Kent" cossflow.

No. cylinders:

Configuration:

In line

Cylinder Block -

Cast iron

Four Stroke

material:

Bore - Original:

81.5mm

Max. allowed:

82.5mm

Stroke - original:

63mm

Max. allowed:

63mm

Capacity

1297cc

Max. allowed:

1348cc

original: Cooling method:

Identifying

Water cooled

681F 6105AA or 711M 6105AA

Comments:

marks:

2.2 CYLINDER HEAD

Make:

Ford

No. of valves/cylinder-2

Inlet:

1

Exhaust:

No. of ports total: No. of camshafts:

Inlet:

Exhaust: Drive: Roller chain

Valve actuation:

Location: Cylinder block

Pushrods & rockers

Spark plugs/cylinder: 1

Identifying marks:

1300:2733E 6090 A

1300GT: 2737E 6090A

Comments: Note the 2737E 6090A head unlike other 'Kent' heads which are completely flat, has small combustion chambers and the valves are some 2.5mm shorter. The GT pistons do not have valve reliefs in the annular crown.

2.3 LUBRICATION

Method:

Wet sump

Oil tank location:

Dry sump pump type:

Location:

Oil cooler standard: Comments:

Location: Baffling of sump and fitting an oil cooler are permitted

2.4 IGNITION SYSTEM

Type:

Coil & distributor

Make: Comments:

Lucas or Autolite Electronic ignition systems not permitted

2.5 FUEL FEED

Carburettor:

1300: Ford model C7AH single choke 25mm venturi

GT1300: Weber model 32DFE dual choke 23/24mm venturis

Fuel injection Make:

Supercharged:

Type: Type:

Comments

Nc regulations permit other carburettors of the period.

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make:

Ford

Type

diaphragm

Diameter:

190mm

Gearbox location: Behind engine

No. of Plates: Actuation:

Cable

One

Comments:

3.2 TRANSMISSION

Type:

Manual synchromesh

Make:

Ford

No. forward

speeds:

Gearchange type and location: Remote change

linkage in extension housing.

Case material:

Cast iron

Identifying marks:

Comments: In 1974 Ford stadardised on the larger 2-litre gearbox. This gearbox, identified

by the detachable bell-housing and 1 1/32" input shaft are not eligible in Group Nc.

3.3 FINAL DRIVE

Make:

Ford

Model:

"English" banjo type

Wheel drive method:

Rear

Ratios:

4.1:1 standard

Differential:

Free

Type: Bevel gear

Comments: Ratios and differential action are free in Group Nc. Some post-1972 cars were fitted with Borg Warner Australia integral carrier rear axles. These are not Nc acceptable.

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number:

One

Location: Gearbox to rear axle.

Description:

Open tubular steel tailshaft with Hardy-Spicer type U/J's. Both

Comments:

3.5 WHEELS & TYRES

Wheel type: Original:

Conventional disc

Material:

single piece and two piece (with intermediate bearing) fitted.

Steel

Allowed:

Alternative period style

Original:

Allowed: Aluminium alloy

Fixture method:

Studs & nuts FRONT No. studs:

REAR

Wheel dia. & rim width

Original:

12" x 4.5"

Allowed

12" or 13" x 6"

12" x 4.5" 12° or 13" x 6"

Tyre Section:

Original:

5.50 x 12"

5.50 x 12"

Allowed

205 max

205 max

Aspect ratio - minimum:

60

60

Comments: Use of 13" wheels in period is documented and thus 13" wheels permitted

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location:

Right corner of boot

Capacity:

40 Litres

Fuel pump, type and location:

Mech. on engine

Make:

Ford

Comments:

4.2 ELECTRICAL SYSTEM

Voltage:

12 volt

Generator or Alternator fitted

Battery Location:

L.H. Engine bay

Comments:

4.3 BODYWORK

Type:

Unitary saloon

Material:

Steel

Stee

No. doors:

2 or 4

No. of seats:

Comments: GT1300 available only in 2-door form.

4.4 DIMENSIONS

Track - Front:

1260mm

Rear:

1280mm

Wheelbase:

2400mm

Overall length: 3980mm

Dry weight:

2-door 800 Kg.

4-door 825 Kg.

Comments:

4.5 SAFETY EQUIPMENT Fire extinguisher required Seat belt required

Rollbar required

GKH:7/01

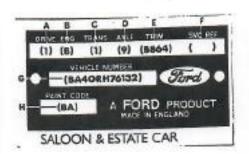
SPECIFICATION DIFFERENCES BETWEEN ESCORT 1300 AND GT 1300 MODELS

- The GT 1300 has a similar instrument panel to the Twin-Cam (tacho and speedo ranges do differ) which requires a larger 'binnacle' compared with normal 1300 which has the smaller '2 dial' instrument panel incorporating speedo and combined fuel and temperature gauge.
- The GT 1300 gearbox has improved gear ratios although the Group Nc freedoms negate any differences in gear ratios which can be used.
- 3. The GT 1300 has a unique cylinder head (P/No. 2737E-6090-A) which differs from other heads in the "Kent" crossflow engine range in that it has small combustion chambers in the cylinder head the valves are actually recessed about 2.5mm below the head surface. Other heads in the "Kent" range (the 1300 head is P/No. 2733E-6090-A) have a completely flat surface. The GT 1300 pistons have no valve relief in their top surface (refer Appendix E) and the valves are actually 2.5mm shorter. Note that should a competitor present a GT1300, under Group Nc regulations he is restricted to the unique GT1300 head (P/No.2737E-6090-A) and he may not use the much more common 'flat' head from other engines in the "Kent" family. However given the relative rarety these days of genuine GT1300 bodies together with the Group Nc freedoms (viz. additional instruments, gear ratios, induction system, exhaust system) there is no performance advantage in the GT1300 and it is most unlikely that competitors will present other than a base model Escort 1300 for Group Nc racing.

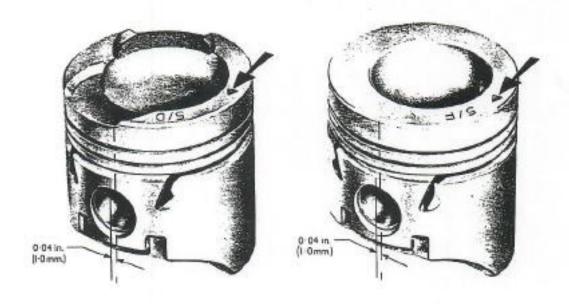
4.NOTE re. later gearboxes. Around 1974 Ford Australia rationalized the gearboxes it was importing for the Escort range, standardizing on the 2-litre gearbox (identified by the larger 1 1/32" diameter input and output shafts and separate bell-housing). These 2-litre gearboxes were fitted behind 1100cc and 1300cc engines in later MkI Escorts (and behind 1600cc engines in MkII Escorts) but are NOT eligible for Group Nc as they were not in use in the Escort MkI prior to the Group Nc termination date of 31 December 1972.

Graham Hoinville June 2001.

TYPE OF I/D PLATE TO BE FOUND ON U.K. PRODUCTION ESCORTS



ESCORT 1300 and GT 1300 PISTONS



GT 1300

ADDITIONAL INFORMATION ON MILESCORT WILL BE FOUND IN THE SUPPLEMENTARY INFORMATION SHEETS INCLUDED WITH THE ESCORT TWIN-CAM SPECIFICATION SHEETS.