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5TH CATEGORY - HISTORIC RACING

**GROUP Nc**

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, the general historic rules and the specific regulations relative to the subject vehicle Group, as detailed in the current CAMS Manual of Motor Sport.

**Make of Car:** FORD

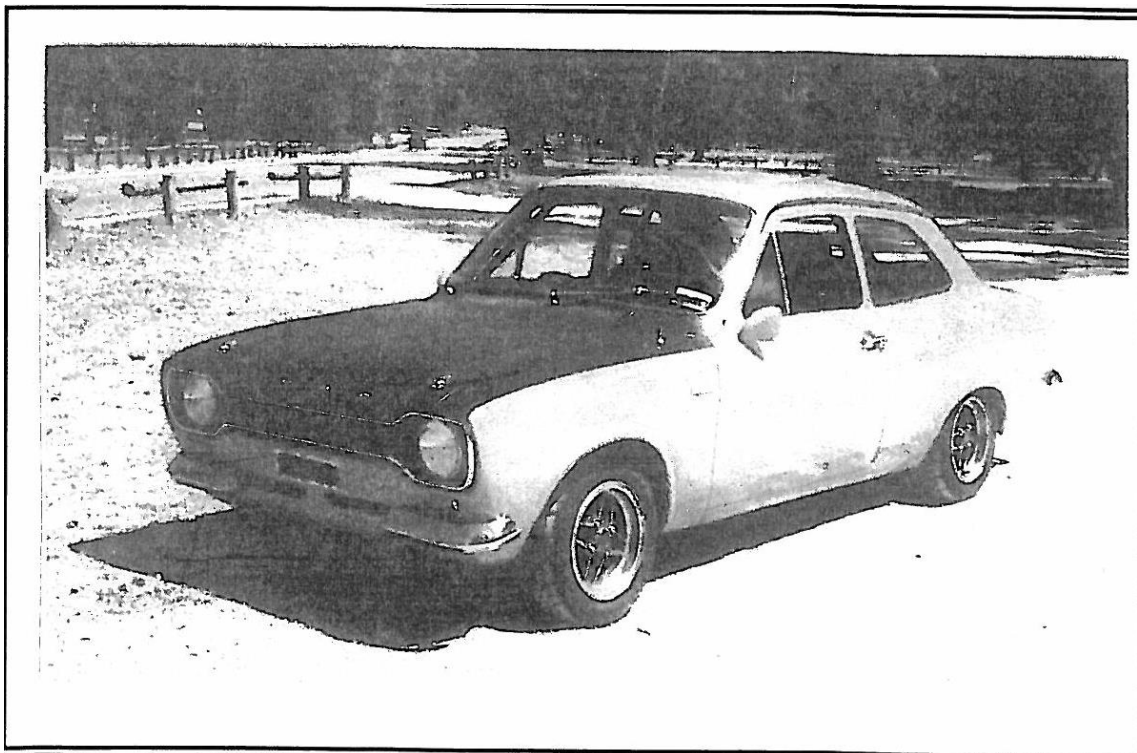
**Model:** ESCORT TWIN-CAM

**Period of Original Manufacture:** 1970 - 1973

**CAMS Historic Group:** Nc

**Date of Issue of this Document:** 27 May 2004

**Updated:** 2<sup>nd</sup> April 2015



## SECTION 1 - CHASSIS

### 1.1 CHASSIS FRAME

<b>Description:</b>	Unitary construction with body	<b>Period of Manufacture:</b>	1970-73
<b>Manufacturer:</b>	Ford Australia		
<b>Chassis no. from:</b>	Typical prefix CK49xxxxxxx		
<b>Chassis no. location:</b>	Top of RH suspension tower		
<b>Material:</b>	Steel		
<b>Comments:</b>	Assembled in Australia from CKD parts mainly of European origin with some local components		

### 1.2 FRONT SUSPENSION

<b>Description:</b>	Independent by McPherson Strut		
<b>Spring medium:</b>	Helical coil		
<b>Damper Type:</b>	Telescopic incorporated in strut	<b>Adjustable:</b>	No
<b>Anti-sway bar:</b>	Integral with front suspension	<b>Adjustable:</b>	No
<b>Suspension adjustable:</b>	Toe-in only	<b>Method:</b>	By tie-rod ends
<b>Comments:</b>	Adjustable strut top mounts and dampers permitted. Spring platform location may be change; adjustable spring platforms are permitted.		

### 1.3 REAR SUSPENSION

<b>Description:</b>	Live rear axle		
<b>Spring medium:</b>	Semi-elliptic leaf springs		
<b>Damper type:</b>	Telescopic	<b>Adjustable:</b>	No
<b>Anti-sway bar:</b>	Not fitted	<b>Adjustable:</b>	
<b>Suspension adjustable:</b>	No	<b>Method:</b>	
<b>Comments:</b>	Additional lateral and longitudinal linkages permitted; adjustable dampers permitted. Rear damper original upper mountings must be used; 'turrett' style upper mountings (where modification to body floor pan is necessary) are NOT permitted.		

### 1.4 STEERING

<b>Type:</b>	Rack and pinion	<b>Make:</b>	Cam Gears or Burman
<b>Comments:</b>			

### 1.5 BRAKES

	Front	Rear
<b>Type:</b>	Disc	Drum
<b>Dimensions:</b>	244mm x 12.7mm	229mm x 45.5mm
<b>Material of drum/disc</b>	Cast iron	Cast iron
<b>No. cylinders/pots per wheel:</b>	2	1
<b>Actuation:</b>	Hydraulic	Hydraulic
<b>Caliper: Make, Material, Type:</b>	Girling cast steel 2-pot	
<b>Master cylinder make:</b>	Girling	<b>Type:</b> Single cylinder
<b>Adjustable bias:</b>	No	
<b>Servo Fitted:</b>	Yes	
<b>Comments:</b>	Use of twin master cylinders with adjustable bias permitted. Modifications limited to pedal box (body shell may not be modified) and bias adjustment may not be operable by driver when in driving position. Servo may be removed.	

## SECTION 2 - ENGINE

### 2.1 ENGINE

**Make:** Lotus/Ford  
**Model:** Twin-cam  
**No. cylinders:** 4  
**Cylinder Block-material:** Cast iron  
**Bore - Original:** 82.5mm  
**Stroke:** 72.75mm  
**Capacity original:** - 1558cc  
**Cooling method:** Water cooled  
**Identifying marks:** 681F-6105-A or 701M-6105-A with 'L' at motor mount boss  
**Comments:**

**Configuration:** In line  
**Two/Four Stroke:** Yes  
**Max. allowed:** 84mm  
**Max. allowed:** 1613cc

### 2.2 CYLINDER HEAD

**Make:** Lotus Ford  
**No. of valves/cylinder-** 2  
**No. of ports total:** 8  
**No. of camshafts:** 2  
**Valve actuation:** Direct from camshaft via buckets  
**Spark plugs/cylinder:** 1  
**Identifying marks:** A26E311 & WM9403 adjacent to gasket face but visible on assembled engine  
**Comments:** The cylinder head manufactured by SAS Engineering may be used to replace original Lotus heads. Modified original or replacement aftermarket timing chests incorporating a removable water pump are acceptable.

**Inlet:** 1  
**Inlet:** 4  
**Location:** Cyl Head  
**Exhaust:** 1  
**Exhaust:** 4  
**Drive:** Roller Chain

### 2.3 LUBRICATION

**Method(Wet/Dry Sump):** Wet sump  
**Dry sump pump type:** N/A  
**Oil cooler standard:** Yes  
**Comments:**

**Oil tank location:** N/A  
**Location:** N/A  
**Location:** Radiator support

### 2.4 IGNITION SYSTEM

**Type:** Coil & Distributor  
**Make:** Lucas/Autolite  
**Comments:** Modifications permitted. Refer Group Nc Regulations. Cars using ignition systems with the contact breaker points and condenser removed from the distributor (as per Group Nc Regulations Section (d) Ignition) may vary from point (d) i, in that the ignition module may be removed from the distributor and remote mounted on the inner mudguard or the firewall in the vicinity of the distributor and coil. The module should be mounted on a plate to allow a minimum gap of 10mm between the module and the plate mounting surface. The mounting must comply with points (d)ii and (d)iii of the Group Nc Regulations Section (d) Ignition.

### 2.5 FUEL SYSTEM

**Carburettor: Make:** 2 x Weber 40DCOE  
**Fuel injection Make:**  
**Supercharged(Yes/No):**  
**Comments:** Other carburettors permitted as per Group Nc Regulations Article 4

**Model & Number:**  
**Type:**  
**Type**

## SECTION 3 - TRANSMISSION

### 3.1 CLUTCH

**Make:** Ford                      **Type:**                      **Diameter:** Diaphragm  
**No. of Plates:** One  
**Actuation:** Hydraulic  
**Comments:**

### 3.2 TRANSMISSION

**Type:** Manual synchromesh                      **Model:** 2000-E  
**Make:** Ford  
**No. forward speeds:** 4                      **Gearbox location:** Behind engine  
**Gearchange type and location:** Remote change in extension housing  
**Case material:** Cast iron with separate cast iron bell housing                      **Identifying marks:**

**Comments:**

### 3.3 FINAL DRIVE

**Make:** Ford                      **Model:** 'English' banjo type  
**F/R/All Wheel Drive Ratios:** Rear 3.7:1 standard other ratios permitted  
**Differential:** Free; torque biasing (LSD) permitted

**Comments:** Australian made Borg Warner integral carrier rear axle (ex late Escort Mk 1) not permitted

### 3.4 TRANSMISSION SHAFTS (EXPOSED)

**Number:** 1                      **Location:** Gearbox to rear axle  
**Description:** Single piece tubular steel with Hardy Spicer type U/J's  
**Comments:**

### 3.5 WHEELS & TYRES

<b>Wheel type - Original:</b>	Conventional disc	<b>Material - Original:</b>	Steel
<b>Allowed:</b>	Alternative period style	<b>Allowed:</b>	Aluminium alloy
<b>Fixture method:</b>	Studs and nuts	<b>No. studs:</b>	4
	<b>FRONT</b>		<b>REAR</b>
<b>Wheel dia. &amp; rim width - Original:</b>	13 x 5.5		13 x 5.5.
<b>Allowed :</b>	13 x 7		13 x 7
<b>Tyre Section - Original:</b>	165 x 13		165 x 13
<b>Allowed :</b>	215 x 13		215 x 13
<b>Aspect ratio - minimum:</b>	60%		60%
<b>Comments:</b>			

## **SECTION 4 - GENERAL**

### **4.1 FUEL SYSTEM**

**Tank Location:** RH corner of boot      **Capacity:** 40 Lt  
**Fuel pump, type and location:** Mechanical, on engine      **Make:** Ford  
**Comments:**

### **4.2 ELECTRICAL SYSTEM**

**Voltage:** 12      **Generator/Alternator fitted:** Either fitted  
**Battery Location:** LH corner of boot  
**Comments:**

### **4.3 BODYWORK**

**Type:** Unitary construction saloon      **Material:** Steel  
**No. of seats:** 4      **No. doors:** 2  
**Comments:**

### **4.4 DIMENSIONS**

**Track - Front:** 1270 mm      **Rear:** 1295mm  
**Wheelbase:** 2413mm      **Overall length:** 3980mm  
**Dry weight:** 825 Kg  
**Comments:**

**4.5 SAFETY EQUIPMENT :**      *Refer applicable Group Regulations*