

# CAMS

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 and the general historic rules as detailed in the current CAMS Manual of Motor Sport.

Make of Car

Ford Falcon

Model: XY V8:

(1)500

(2)GT

(3)GT HO Ph.III

Period of Original Manufacture: 1970-71

CAMS Historic Group:

Nc

Date of Issue of this Document: January 2000



# SECTION 1 - CHASSIS

## 1.1 CHASSIS FRAME

**Description:** Unitary construction with body      **Period of manufacture:** 1970-71  
**Chassis no. from:** Typical JG33XXXXX  
**Chassis no. location:** Refer comments below & I/D plate  
**Material:** Steel

**Comments:** All XY models had ADR style I/D plate on left firewall. Early models had body I/D number stamped on left side of radiator support panel; on later models body I/D number was stamped on left suspension tower. Original engine number stamped on left suspension tower in early models, right suspension tower in later models.

## 1.2 FRONT SUSPENSION

**Description:** Independent by upper wishbones & lower track control arm  
**Spring medium:** Coil springs  
**Damper Type:** Telescopic      **Adjustable:** No (but permitted)  
**Anti-sway bar:** Fitted      **Adjustable:** No  
**Suspension adjustable:** Yes      **Method:** Caster by tension rods; camber by cam at TCA pivot; toe-in by tie rod ends.

**Comments:** Ride height & spring rate may be changed by variation of coil springs; change of sway-bar diameter permitted; dampers free subject to original mountings being used and period technology limitation.

## 1.3 REAR SUSPENSION

**Description:** Live rear axle  
**Spring medium:** Leaf springs  
**Damper type:** Telescopic      **Adjustable:** No (but permitted)  
**Anti-sway bar:** Fitted Model 3 only      **Adjustable:** No  
**Suspension adjustable:** No.

**Comments:** Addition of trailing links, Panhard rod or Watts linkage permitted. Addition of sway-bar to models (1) & (2) permitted; change of sway bar diameter on model (3) permitted. Dampers free subject to use of original mountings and period technology limitations.

## 1.4 STEERING

**Type:** Recirculating ball      **Make:** Ford  
**Comments:** 20:1 ratio to be used on Model (1) unless power steering fitted using 16:1;  
 16:1 used on models (2) & (3) Power steering permitted on all models.

## 1.5 BRAKES

<b>Type:</b>	Front Disc	Rear Drum
<b>Dimensions:</b>	286mm x 23.9mm	254mm x 44/57/63.5mm*
<b>Material of drum/disc</b>	Cast iron	Cast iron
<b>No. cylinders/pots per wheel:</b>	1	1
<b>Actuation:</b>	Hydraulic	Hydraulic
<b>Caliper: Make, Material, Type:</b>	Kelsey Hayes/Ford cast iron single piston floating caliper	
<b>Master cylinder make:</b>	PBR	<b>Type:</b> Tandem
<b>Adjustable bias</b>	No.	
<b>Servo Fitted</b>	Yes	

**Comments:** Components from other touring cars manufactured before 31/12/72 may be used subject to swept area limitation (note respective rear drum width\* on three models, which must be honoured). Twin master cylinders permitted subject to no structural modification of body shell. Brake bias adjustment permitted: adjustment by driver in normal driving position not permitted.

## SECTION 2 - ENGINE

### 2.1 ENGINE

**Make:** Ford  
**Model:** Cleveland 351 2V (Model 1) and 351 4V (Models 2 & 3)  
**No. cylinders:** 8 **Configuration:** 90°  
**Cylinder Block-material:** Cast iron **Four Stroke**  
**Bore - Original:** 101.6mm **Max. allowed:** 103.1mm  
**Stroke - original:** 89mm **Max. allowed:** 89mm  
**Capacity - original:** 5768cc **Max. allowed:** 5940cc  
**Cooling method:** Water cooled  
**Identifying marks:** Model 1: DOAZ-6015-D Model 2 & 3: DOAE-6015-J or G  
**Comments:** Identification marks located low on right side of block - most easily sighted from below with car on stands.

### 2.2 CYLINDER HEAD

**Make:** Ford 351 Cleveland 4V (Models 2 & 3),  
351 Cleveland 2V (Model 1)

<b>No. of valves/cylinder-</b>	2	<b>Inlet:</b>	1	<b>Exhaust:</b>	1
<b>No. of ports total:16</b>		<b>Inlet:</b>	8	<b>Exhaust:</b>	8
<b>No. of camshafts:</b>	1	<b>Location:</b>	In block	<b>Drive:</b>	Roller chain
<b>Valve actuation:</b>			Pushrods & rockers		
<b>Spark plugs/cylinder:</b>	1				
<b>Identifying marks:</b>			DOAE -6090-H or -R		

**Comments:** Identification located on unmachined area adjacent to the head gasket surface (visible only with head removed). Note that inlet valves and exhaust valves are not in the same plain, being 'canted' in US language

### 2.3 LUBRICATION

**Method:** Wet sump.  
**Oil cooler standard:** No (but permitted).  
**Comments:**

### 2.4 IGNITION SYSTEM

**Type:** Conventional points type distributor and coil.  
**Make:** Autolite.  
**Comments:** Replacement distributors permitted, but must employ points (breakerless units not permitted). Model 3 had electronic rev. limiter; regulations permit same on all cars.

### 2.5 FUEL SYSTEM

**Carburettor:** Model 1: Autolite 2100 D2V  
Model 2: Autolite 4300-4V  
Model 3: Holley 4150C-4V

**Comments:** Freedom of number and type of carburettor is allowed subject to the carburettor used being commercially available prior to 31/12/1972.



## SECTION 4 - GENERAL

### 4.1 FUEL SYSTEM

Tank Location: Under rear of car - forms boot floor

Capacity: 73 Litre.

Models 2 & 3 have optional 164 litres.

Fuel pump, type and location: Mechanical, left side of cylinder block

Make: Ford

Comments:

### 4.2 ELECTRICAL SYSTEM

Voltage: 12

Alternator fitted:

Battery Location: Right front of engine bay

Comments:

### 4.3 BODYWORK

Type: Touring saloon

Material: Steel

No. of seats: 5

No. doors: 4

Comments: It is essential that detail of external bodywork and interior trim corresponds with original production form of model concerned. Summarising:-

Model 3 must have front air dam, driving lights, bayonet bonnet locks, 'shaker' air intake, stainless capping on rear window weather seal and 'GT' strip across boot. Rear wing is optional. Internally 'full' instrumentation including 8000 rpm tacho is required whilst trim must be 'Fairmont' level - material of door trims comes up to window glass level and there are two courtesy lights on 'c' pillar in addition to roof-light.

Model 2 as for Model 3 except front air dam, rear wing and 8000 rpm tacho may not be used (tacho is 6000 rpm instrument).

Model 1 basically none of the above features are permitted if the car is presented as a base '500' model. Door trims were shorter leaving a metal sill some 100mm wide below window glass and 'standard' instrumentats were speedo, fuel and temp. gauges. However the '500' could be ordered with following options:-

Fairmont Trim - internal trim as for the GT models but this also included additional decorative strips around wheel arches (not fitted to GT models).

GS Rally Pack - offered 'full' instrumentation, tacho was 6000 rpm instrument.

### 4.4 DIMENSIONS

Track - Original

- Front: 1510mm 1534mm on 15" wheels Rear: 1487mm 1534mm on 15" wheels

Track - Allowed

Front: 1560mm 1584mm on 15" wheels Rear: 1537mm 1584mm on 15" wheels

Wheelbase: 2820mm

Overall length: 4690mm

Dry weight: 1444 Kg.

Comments:

### 4.5 SAFETY EQUIPMENT

Fire extinguisher required

Seat belt required

Rollbar required

Electrical cut off switch required

Safety fuel tank optional