



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 a 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: Holden **Model:** HK Monaro GTS 327
Period of Original Manufacture: 1968
CAMS Historic Group: Nc
Date of issue of this document: May 2018



Refer to CAMS Manual of Motor Sport, Vehicle Eligibility, Historic Touring Cars, General Requirements & Nc Regulations for permitted modifications.

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description: Uni Body with sub frames
Period of Manufacture: Feb. to Dec.1968
Manufacturer: Holden
Chassis no. from: 81837K\$\$*****
\$\$ = assembly plant code, *****= sequence number
Chassis no. location: Chassis rail
Material: Steel

1.2 FRONT SUSPENSION

Description: Independent with upper & lower wishbones
Spring Medium: Coil
Damper Type: Telescopic **Adjustable:** No
Anti-sway bar: Fitted **Adjustable:** No
Suspension adjustable: Yes **Method:** Caster & camber by shims

1.3 REAR SUSPENSION

Description: Live rear axle
Spring medium: Semi elliptical leaf
Damper type: Telescopic **Adjustable:** No
Anti-sway bar: None
Suspension adjustable: Yes **Method:** Height

1.4 STEERING

Type: Recirculation ball **Make:** Holden

1.5 BRAKES

	Front	Rear
Type:	Disc	Drum
Dimensions:	10 ½ x 5/8 inch	10 x 2 inch
Material:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper Make:	Chevrolet	
Caliper Type:	Fixed	
Caliper Material:	Cast iron	
Master cylinder make:	GM	Type: Duel
Adjustable bias:	No	
Servo Fitted:	Yes	

SECTION 2 - ENGINE

2.1 ENGINE

Make:	Chevrolet	Configuration:	Vee
Model:	Small Block	Two/Four Stroke:	Four
No. cylinders:	Eight	Max. allowed:	103.1 mm
Cylinder block material:	Cast iron	Max. allowed:	82.55 mm
Bore - Original:	101.6 mm	Max. allowed:	5513 cc
Stroke - original:	82.55 mm	Max. allowed:	
Capacity - original:	5354 cc		
Cooling method:	Water		
Identifying marks:	Refer Appendix for allowed casting numbers, <u>New block allowed</u>		

2.2 CYLINDER HEAD

Make:	Chevrolet	Type:	OHV		
No. of valves/cylinder:	Two	Inlet:	One	Exhaust:	One
No. of ports total:	Eight	Inlet:	Four	Exhaust:	Four
No. of camshafts:	One	Location:	Block	Drive:	Chain
Valve actuation:	Pushrod & rocker				
Spark plugs/cylinder:	One				
Identifying marks:	N/A				

Comments:

Conditional upon individual application.

- Approved cast iron cylinder heads are: Dart Iron Eagle 180 SBC 23 Degree cast iron part no 10120010, or the RHS "Pro Action" 23 degree Cast Iron SBC head – (180cc Intake Runner/64cc chamber). Part No. 12317 straight plug or part No. 12318 angled plug
- The heads to be in the manufactured state, save for refacing the cylinder gasket face and matching the inlet ports by not more than 12mm from the port face
- Dart Iron Eagle require the use of a MSD Soft Touch rev limiter Part No 8728 with a 7500 RPM limit. The limiter will be subject to testing at race meetings. The limiter will be located in an easily accessible position within the engine bay.
- Engine to be sealed as per procedure in the appendix

Once approval, endorsement and the engine seal numbers will be recorded in the log book..

2.3 LUBRICATION

Method:	Wet sump
Oil cooler standard:	None

2.4 IGNITION SYSTEM

Type:	Coil, points & distributor
Make:	Delco

2.5 FUEL SYSTEM

Carburettor Make:	Rochester	Model:	Quadrajets
Carburettor number:	One	Size:	750
Type:	Four barrel		

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make: Various
Type: Diaphragm
Diameter: 11 inch
Actuation: Hydraulic
No. of Plates: One

3.2 TRANSMISSION

Type: Synchromesh
Make: GM, Saginaw
No. forward speeds: Four
Gearbox location: Behind engine
Gear change type and location: H pattern, remote floor shift
Case material: Cast iron
Identifying marks: N/A

3.3 FINAL DRIVE

Make: Chevrolet
Model: Salisbury, 10 bolt
Type: Live rear axle
Wheel drive method: Shaft
Ratios: Various
Differential type: Limited slip

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number: One
Description: Open tail shaft

3.5 WHEELS & TYRES

Wheel type - Original:	Disc	Material - Original:	Steel
Allowed:	Cast	Allowed:	Alloy
Fixture method:	Studs	No. studs:	Five
Wheel dia. & rim width:	FRONT		REAR
Original:	14 x 6 inch		14 x 6 inch
Allowed:	15 x 8 inch		15 x 8 inch
Tyres allowed:	60% minimum aspect ratio, refer approved tyre list.		

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location:	Boot	Capacity:	N/A
Fuel pump type and location:	Mechanical, engine block	Make:	GM

4.2 ELECTRICAL SYSTEM

Voltage:	Twelve	Alternator:	Fitted
Battery Location:	Engine compartment		

4.3 BODYWORK

Type:	Closed	Material:	Steel
No. of seats:	Five	No. doors:	Two

4.4 DIMENSIONS

Track - Front:	1451 mm	Rear:	1451 mm
Wheelbase:	2819 mm	Overall length:	4694 mm
Dry weight:	1498 kg		

4.5 SAFETY EQUIPMENT

Refer applicable Group Regulations

Deletion of floor mounted Tachometer and fresh air heater/demister is allowed.

Appendix

Spare part 10066034 GM performance parts replacement small block 305, 327 & 350, four bolt design with split rear seal.

Engine Block Casting Numbers

3782870	3790721	3791362	3858174	3858180	3892657	3903352
3914660	3914678	3932386	3932388	395618	3970010	3970014
3970016						

OR OTHERS BY SPECIFIC APPROVAL

Cylinder Head Casting Numbers

3782461	3890462	3917291	3917292	3917293	3927185	3927186
3927187	3927188	3932441	3947041	3973414	3973487	3986316
3986339	3991492	3998916	3998993			

OR OTHERS BY SPECIFIC APPROVAL

Chevrolet small block sealing procedure for engines using the substitute cylinder head

1. Engine to be assemble to short motor without sump.
2. Heads to be assembled ready to be fitted to engine.
3. 2 sump bolts/studs to be drilled. 2 top timing case bolts/studs to be drilled.
4. The sealer will pick two valves from one cylinder of either head to be removed to check that under the valve head and the ports are unmodified and that the valve heads are 2.02" in diameter for the inlet, and 1.60" for the exhaust.
5. Check the inlet and exhaust ports are unmodified except for the allowance allowed, from the manifold faces, into the port for manifold alignment.
6. Combustion chambers are to be as per above.
7. Measure bore and stroke.
8. Note whether 2 bolt or 4 bolt block.
9. Fit sump and fit seal. Seal timing case.
10. Fit heads and drill holes in appropriate positions in the corners of the block and heads to enable wire and seals to be fitted.
11. Seal heads to block. Note seal numbers. Competitor gets a signed sealers document.
Note: If the heads are removed they must be re-sealed following the above points 4, 5, 10 and 11.

Allowances

1. Surfacing of the head face is allowed to achieve required combustion chamber volume or restore the cylinder head from engine failure damage and/or overheating.
2. K Line .030" bronze valve guide inserts are allowed if required and to recondition to standard size from excessive wear.
3. Port matching in the cross hatched area for the inlet and exhaust ports to manifold to a maximum of the 12 mm from the manifold face. Inlet and exhaust ports must be left completely untouched from under the valve seats to within allowed depth from the manifold face.
4. Machining is allowed of the valve spring pad and valve guide outside diameter and length as well as pushrod holes. This will enable spring locators, valve springs, stem seals, valve spring installation height and pushrod clearance to be correctly set up and fitted.
5. Valve seat cutting/grinding is allowed, but the original valve sizes of 2.02" inlet and 1.60" exhaust must be retained. No machining is permitted under the valve seat.
6. No machining is permitted in the combustion chamber. Combustion chambers must be left completely untouched except for original machining by the manufacturer.



ie. No machining, no hard or soft wire brushing, no coarse or fine grinding either by hand, machine or high speed grinder etc, no shot peening, no sand blasting, no glass bead blasting, no water blasting, no hand scraping, no filing, no emery wheels or stones, no acid etching, no chiselling, no hammering or pneumatic peening, no flexi honing, no spark eroding, no removal of any metal by milling machine.

The only exception is the metal between the inlet valve head and the exhaust valve head which may be rounded in case it creates a hot spot.