Technical Notes – No. 001

Make – FORD

Model – Consul Cortina Lotus

Applicable to Period F – Precision / CT8

Issue #1

Homologation 1224 Group T

Note that the same Homologation is applicable to:

A Frame and coil spring rear suspension cars for a homologated wheelbase of 2499mm

Leaf spring rear suspension for a homologated wheelbase of 2483mm

The two different specifications cannot be mixed and match.

Item		Appendix K	Restriction/Note
1.	Wheelbase	2499mm for A Frame cars 2483mm for Leaf Spring cars	
2.	Front Track	**See note 1**	
3.	Rear Track	**See note 1**	
4.	Minimum Weight	751kg	
5.	Maximum Fuel Capacity	63.5 litres	
6.	Chassis	Monocoque	Non-production cross-member or reinforcements are forbidden in the engine bay to bridge the top of the suspension towers.
7.	Brakes	**FR.** 247mm | Solid discs 2-pot Girling 11mm disc thickness **RE.** 229mm | Drum brakes	Hand brake mechanism must be retained, mounted and functional.
8.	Suspension	**V1 – A Frame cars** **FR.** McPherson & Track Control Arm, ARB **RE.** Rigid axle, A Frame, coilover dampers and two trailing arms. **V2 – Leaf Spring cars** **FR.** McPherson & Track Control Arm, ARB **RE.** Rigid axle, leaf spring, dampers and two trailing arms.	Anti-Roll Bar **See note 2** Uniballs cannot be used on TCA, chassis or upright side, bushes only McPherson, single adjustable steel bodied dampers up to 1964 included from 1965 specification onward, double adjustable dampers are allowed. Ball joint top McPherson strut fixing is not allowed, original rubber mount only, without cover.
9.	Bodywork	Steel monocoque Aluminium bonnet, doors and boot panels.	Inner panel production reinforcements and hinges must be retained. Boot king posts reinforcement must be welded tubes and cannot be part of ROPS structure.
10.	Wheels & Tyres	13” Diameter **FR.** 5.5” **RE.** 5.5”	Tyre dimensions are not limited but you may be reminded that achieving

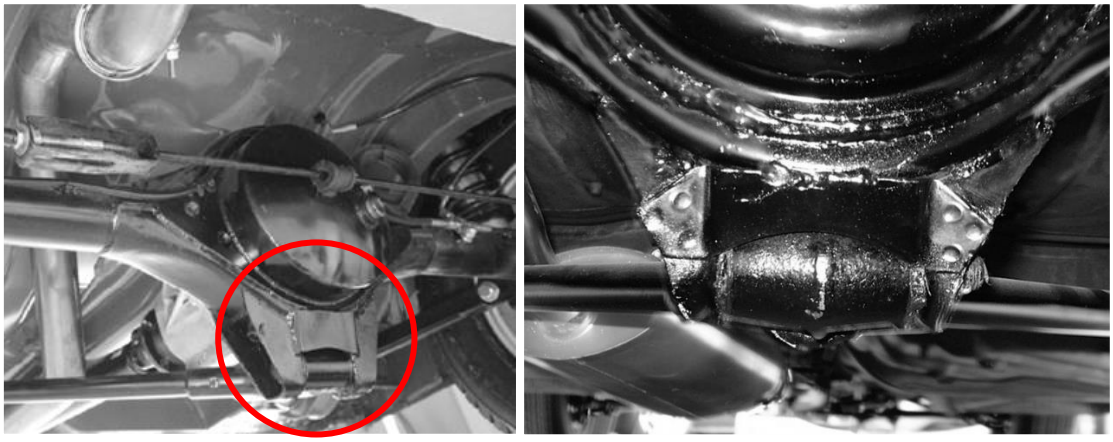
			the maximum track at any times during the Competition is mandatory.
11.	Dashboard	Small dash is for early cars. Full width dash from chassis #274D424397	
12.	Steering	Steering box	No rack and pinion
13.	Engine capacity	1558cc 82.55x72.75 Bore/Stroke	Maximum rebore as per Homologation/Appendix K.
14.	Ignition	Distributor/Coil/Breakers	Electronic Magic eye authorized.
15.	REV limitation	MSD 6AL (ref: MSD PN 6425 or 6420) mandatory. Set @7500PM	
16.	Intake	2x 45 DCOE Webers	Maximum allowed fitment.
17.	Exhaust	As per Homologation Page4	**See note 3**
18.	Clutch	Single plate / Slave cylinder	No concentric mechanism allowed
19.	Gearbox	4-speed Ford synchromesh Straight cut allowed Homologated ratios/alt.	No dog engagement allowed. Aluminium Tracksport main case is not allowed.
20.	Differential	Salisbury POWR-LOK LSD	Cast iron only

Note 1

For dimensional checks, the FIA has published the following documents detailing the FORD factory measurements available for each type of cars. The information is publicly available on the FIA Historic Database and details what to consider for each type of car, including engine bay.

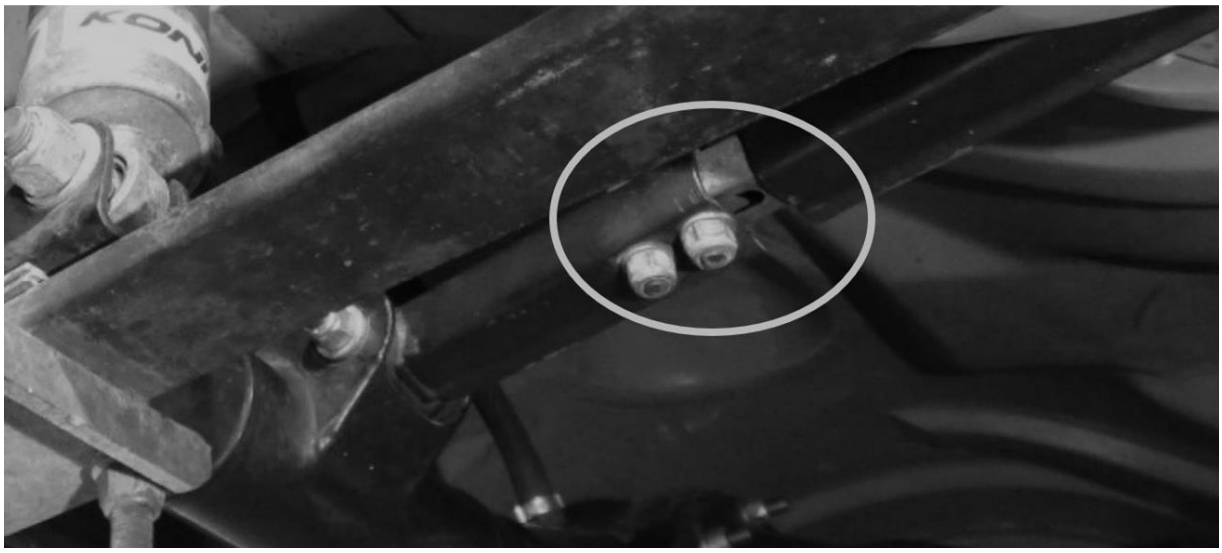
- **FIA Published - Ford Consul Cortina Lotus Dimensions**
- **FIA Published - Ford Consul Cortina Lotus A Frame Details**

Additionally, please consider the following limitations specific the rear axle of the car, the practice of relocating the rear axle upward in the shell to lower the entire car is not in accordance with period practices, nor covered by the period or contemporary regulations.



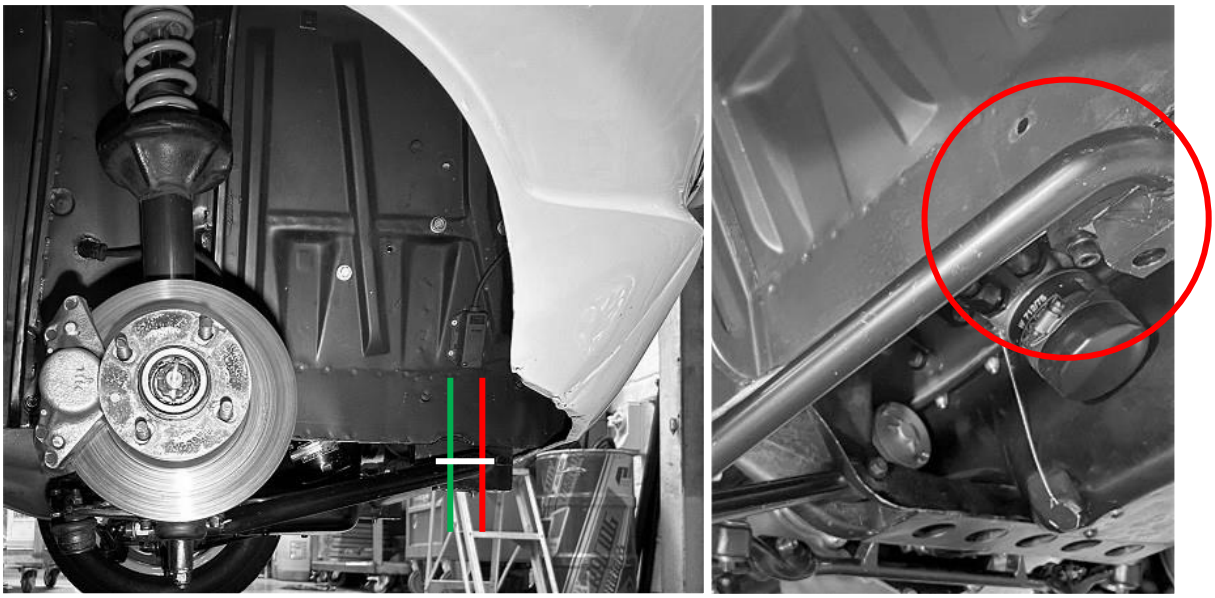
The left hand image shows that the A Frame mount has been extended downward to relocate the axle upward, as opposed to the standard A Frame mount to axle shown on the right hand image. **The practice is not acceptable, equally on Leaf Spring cars, which is usually through shortened dampers and leafs being made to accommodate the change.**

On leaf spring cars, the adjustment or relocation of the trailing arms are forbidden, see picture below.



Note 2

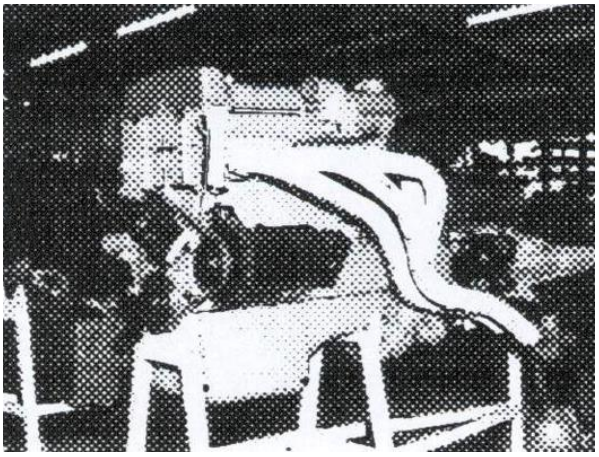
Anti Roll Bar (ARB) for front axle and location. While period regulations or Appendix K allow for freedom of the bar, the mount remains the limitation in specifying the maximum diameter that can fit between the original mounting holes. Aluminium block spacers are allowed providing they mount on the original location and do not provide any offset.



The left image details an offset ARB mount, green axis showing the original location and mount for the ARB and the aluminium block that can be used to locate it, red axis details the offset location, moved forward. On the right hand image, you can see the aluminium block, left bolt sits on the original Ford mount, the offset is achieved by a secondary part that would normally hold the ARB being moved forward using the first part of the mount. This is not acceptable.

Note 3

The original exhaust manifold on a Ford Consul Cortina Lotus is a triple-Y construction, with the outer Y section mounting to cylinder 2-3 and the inner Y section mounting to 1-4, outer and inner sections going into the final Y section prior to silencing pipe. The diameter of the flange at port is of 34mm and outer/inner Y sections going into final Y with a diameter of 38.4mm.



The above depicts the equal pipe design and location of primary and secondary pipes, which should sit for the first bend down to final Y section, in line with the block/sump line.