



Technical Notes – No. 002

Make – ISO

Model – Grifo A3/C



Applicable to Period F – Precision GTP1 / Two-Seater Racing Car

Earliest specification applicable 1964

IMPORTANT – THE CAR BUILDS ARE GOVERNED BY PERIOD SPECIFICATION AND AS GTP1, THEY MUST BE EXACT TO A SINGLE ENTITY THAT RACED IN PERIOD.

Issue #3

Item		Appendix K	Restriction
1.	Wheelbase	2450mm	
2.	Front Track	1450mm	
3.	Rear Track	1490mm	
4.	Minimum Weight	980kg	1000kg
5.	Maximum Fuel Capacity	140-160 litres	
6.	Chassis	Semi-monocoque	No cross-member or any reinforcement is allowed in the engine bay to bridge the top of the suspension towers
7.	Brakes	FR. 296mm Solid discs 2-pot Dunlop Mk9 2-pot Campagnolo 13-14mm disc thickness RE. 305mm Solid discs 2-pot Dunlop Mk9 2-pot Campagnolo 13-14mm disc thickness	Modern reproduction Campagnolo calipers must comply with the period design and dimensions.
8.	Suspension	V1 – Non IRS cars FR. Upper & lower wishbones with ARB RE. De Dion with Watts linkage and two trailing arms each side without ARB V2 – IRS cars FR. Upper & lower wishbones with ARB RE. Upper & lower wishbones without ARB with cast Campagnolo uprights	Anti-Roll Bar is not adjustable. Anti-Roll Bar for the rear suspension is forbidden. Uniballs cannot be used, chassis or upright side, bushes only Single adjustable steel bodied dampers for 1964 specification, with fixed platforms only, FR. and RE. Double adjustable steel bodied dampers for 1965 specification, spring platforms as per the above.
9.	Bodywork	Aluminium Fibreglass for IRS cars only	IMPORTANT See note 1
10.	Wheels & Tyres	15" Diameter FR. 6" – 6.5" – 7" RE. 9"	Borani wire wheels or Campagnolo castings 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	Series 1 only	
12.	Steering	Burman steering box	No rack and pinion

13.	Engine capacity	327ci (5358cc)	As a prototype the capacity is dictated by period specification standard.
14.	Ignition	Distributor/Breaker/Coil	Electronic Magic eye authorized.
15.	REV limitation	MSD 6AL (ref: MSD PN 6425 or 6420) mandatory. Set @7000RPM	
16.	Intake	Crossram manifold only 4x 45 DCOE Webers	No airbox allowed. No Holley carburetor allowed.
17.	Exhaust	Tri-Y design	
18.	Clutch	Single plate / Slave cylinder	No concentric mechanism allowed
19.	Gearbox	4-speed Borg Warner T10 4-speed Muncie M21	No Uniballs on gear selector mechanism or Hurst shifter and straight rods allowed.
20.	Differential	Salisbury POWR-LOK LSD	Different to Jaguar E Type unit. Cast iron only. Additional oil cooler permitted.

ADDITIONAL NOTES

Note 1 – Aluminium early bodied cars and IRS cars are very different and there are no combinations of the two distinct bodies, where they can be recognized is through the rear window screen shape. Which depicts early aluminium riveted body and later IRS version where the screen followed the rear roof line and extended on the sides. An early car cannot sport the suspension of the IRS cars as it did not exist in period.

Example of an early aluminium body in competition specification, Sebring 12 Hours, 1964. Note that this is the first International record for an ISO Grifo A3/C.



Example of an early IRS car with lightweight body, note the shape of the rear screen, Le Mans 24 Hours, 1965.



ADDITIONAL NOTES

Note 2 – The exhaust manifold is formed of two Y primaries per bank of cylinders joining at a third one at the passenger footwell. The short side exhaust does follow the same design principle.

