



5th Category Historic Touring Car (Group N) Component Substitution Application Form

Applicant Information

Full Name: Savy Dick
Last First M.I.

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City State Postcode

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CAMS Licence No: _____ COD No: _____

Vehicle Information

Make of vehicle: Ford Historic Grp.: Nc

Model: Mustang / XW GT Falcon Type/identification: _____

Year of manufacture: 1969 / 1970 Year Represents: _____

Chassis No: _____

Component Substitution

Give a brief outline or general view of the substitution.

To provide a cost effective solution for the engine block in the **Mustangs** and **Falcons** that run the 351 Windsor engine in Group Nc Historic Touring Cars.

These engines were only made in small numbers compared to other V8 engines, and now almost 50 years on, they are becoming very hard (almost impossible) to find in a serviceable condition.

These standard early 351 Windsor engine blocks have a common problem of cracking through the main bearing tunnel webbing and the mid 90s blocks commonly crack through the lifter valley area, so after spending a great deal of time trying to find a standard block, you then need to spend even more money and time to crack test these blocks and hope you have found a good one.

The engine block we are proposing is a Ford replacement block (similar to the 302 replacement engine block used in Group N already), that is readily available at a reasonable cost both here in Australia and the USA.



The following Component Substitution Criteria from section [3.6.4](#) of the CAMS Manual of Motor Sport, 5th Category Historic Cars must be addressed as part of the submission.

- 1. Is the original component no longer available (NLA) or available only at an exorbitant cost?**
Supply evidence of component NLA or exorbitant cost.

Sadly it has become almost impossible to find a serviceable engine block at a reasonable price. These engine blocks were only supplied in cars in Australia from 1969 to early 1970 (**less than 1300 engines**).

The large cost is now being driven by the rising value of the GT Falcon market, and the fact that these Falcons are worth much more when restored with the correct date stamped engine block, and being that there wasn't that many manufactured to start with, we are now competing with this market.

And even if you do find one, by the time you process the block ready for racing, the cost can run as high as \$5000.00 dollars with no guarantee that the block will give a reasonable service life.

2. Will the substitute component give a demonstrable performance gain?

Supply old part number and new part number indicate how the part will/will not give a performance gain.

The engine block that we are seeking should not create any overall performance gain.

In fact, the block weight is greater for the new block than the original, so the cars would in fact weigh more over the front axle with this block installed - hardly ideal for racing.

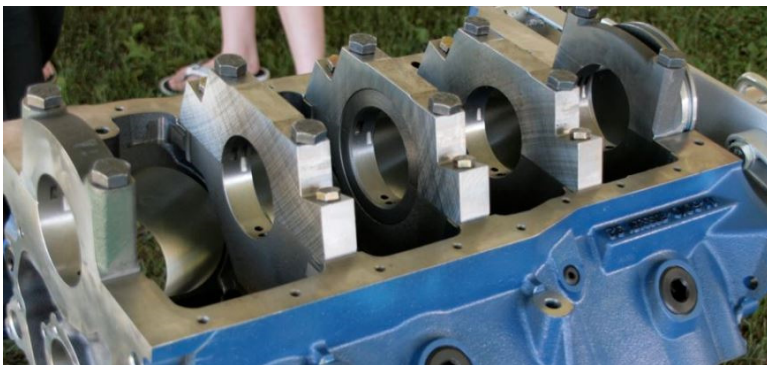
Old engine block (P/N C90E- 6015B) weight 154lbs (70Kgs) Standard 2 bolt mains (commonly modified to have 4 bolt main caps fitted to the centre 3 main bearings)

This is Standard P/N C90E- 6015B block with 4 bolt main caps on the 3 centre mains.



New engine block (P/N M- 6010BOSS35195) weight 195lbs (88.5Kgs) these blocks come standard with 4 bolt main caps on the centre 3 bearings.

This is a P/N M- 6010BOSS35195 block that comes standard with 4 bolt main caps on the 3 centre mains.



The only advantage in allowing this engine block is that each competitor will only need to spend their money once on a quality block and machining without breaking the bank, and then concentrate on racing at more events, rather than spending their money fixing the 48 year old engine blocks.

3. Is the substitute component similar in appearance and design to the original?
 Supply Photos or Drawings of original and substitute components

The engine block we are proposing is made by Ford as a replacement engine block for the Ford 351 Windsor. All bolt patterns are the same.

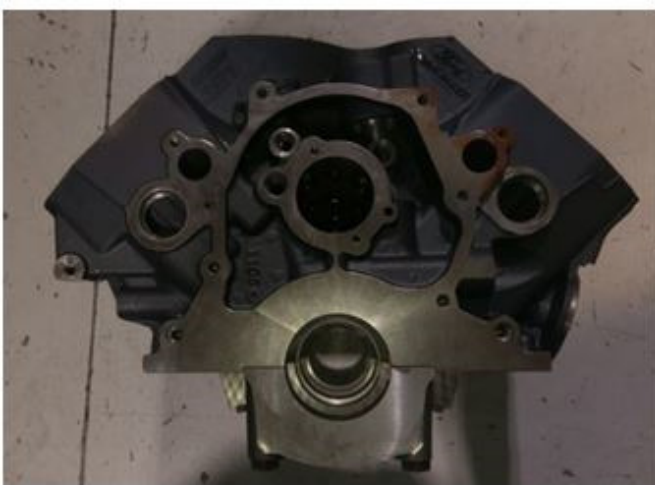
The P/N M-6010BOSS35195 of the proposed block ensures the bore size, overall size and deck heights are all the same as the original.



New Ford Boss 351W Block



Original 1970 Ford 351W Block



New Ford Boss 351W Block



Original 1970 Ford 351W Block



4. Is the substitute manufactured from similar materials to the original component?

Both the old and the new blocks are made by Ford from cast iron.



Appendix 1

Advisory Board Voting

For	Against

Notes:

Relevant Comments from Advisory Group or Competitors

Further supporting evidence, research, manufacturer specification, links etc.

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17th June 2018

Historic Eligibility Committee

To whom it may concern,

My name is Dick Savy, and I am the owner of a motorsport service company called Savy Motorsport. I have been involved with Group N Historic Touring cars since 1998 (20 years), both as a car constructor and an engine builder. While I have always tried to maintain the integrity of Historic Touring cars under the Group N rules, I am concerned that the availability of componentry to maintain these vehicles, and keep them on the race track, is becoming more and more difficult.

While I don't want to see Historic Touring cars become V8 Supercars, I do believe that, as a category, we need to try and stay "affordably current" with our regulations, or the category will suffer a lack of support from competitors, and as we all know, every category needs competitors to survive.

This is why I am putting forward this letter in support of a proposal to allow the use of the replacement Ford 351 Windsor engine block (P/N M- 6010BOSS35195). In my opinion, this is a simple and straight-forward solution, and will go a long way to guaranteeing we keep more cars on the racetrack as the category moves forward.

I can also say, from first-hand experience (being a co-owner of a prominent Falcon GT restoration shop, Grand Tourer Pty Ltd) that I can assure you the value in these original date-stamped blocks has become exorbitant, as restorers and collectors are prepared to pay whatever it costs to have the correct date-stamped blocks in their restored Falcons. And with the limited numbers of blocks originally made, they are becoming increasingly difficult to source.

And so I ask that you consider this proposal as a positive step to helping ensure the future of our category.

Regards,

A handwritten signature in black ink, appearing to read "Dick Savy", written over a white background.

Richard (Dick) Savy
Savy Motorsport

17th June 2018

Historic Eligibility Committee

To whom it may concern,

My name is Andrew Lane, and I currently own and compete in a Group Nc 1969 Ford Mustang in Historic Touring Cars.

My current situation is that I have a failed original 351 Windsor engine block, and I need to replace this. I have been searching to try and find an original 351 Windsor block without success. I am extremely keen to get my car back out on the racetrack, but I need to find a cost-effective solution to my current predicament.

The last engine block that I had in the car came at a considerable cost, and now that the block has failed, I am facing the prospect of having to park my car for a period of time until a replacement block can become available.

To this end, I am strongly in support of the current proposal to allow the Ford replacement block, as I know I can purchase one of these immediately, and instruct my engine builder to build my engine as soon as possible, to allow me to get back on the racetrack.

As a GT Falcon owner, I am fully aware of the rarity and value in the original 351 Windsor engine blocks. While I acknowledge that racing cars comes at some expense, of which I am prepared to pay, I have to draw a line at ridiculous expenditure. Paying exorbitant prices for 48 year old engine blocks (which the current GT Falcon market has created) or the alternative of a mid 90's 351 Windsor "roller" block (which has become very difficult to obtain locally) makes no real sense when a perfectly suitable replacement block is readily available and would allow me to get my Mustang back on track without delay. There would be no gain in horsepower, just an affordable foundation to build an historic engine suitable for track use.

J T American Imports only a few years ago was the "go to" place for American engines. They have since closed and Jayson De Luth of F100 Wrecking Frankston purchased J T Americans' remaining stock. Jayson (mobile 0418 354 332) can confirm the difficulty in obtaining the 90's 351 Windsor block. Furthermore, it is well known in the Ford performance circles that 3 out of 10 "roller" blocks will be cracked in the lifter valley.

So considering the rarity of the late 60's 351 Windsor block and the diminishing supply of the mid 90's blocks (with the cracking in the valley issue), a traditional block is almost impossible to source.

I urge the eligibility committee to consider the proposal to replace the 351 Windsor engine block with the Ford manufactured unit as soon as possible.

Yours sincerely,

Andrew Lane

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Croydon Vic 3136.
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e: questplans@gmail.com
m: 0417 561 906

15th June 2018

To whom it may concern,

My name is Andy Clempson, I am a current member of HTCAV and have been a member for 13 years. I have enjoyed many years of racing an NB Mustang and been part of the Historic Touring Car movement. Six years ago, we moved from Group NB to Group NC and built a 1969 Ford Mustang that was eligible to race in Group NC. We had the car logged booked with CAMS and began racing, and this is where our frustration begins.

Within 8 months, the standard 351 Windsor block failed, and in the process, destroyed most of the internals of my engine. We sourced a virgin 351 Windsor block, at great expense and a six month hunt. The engine was rebuilt using all new componentry at great expense.

In 2013, I wrote a letter to the eligibility commission requesting the use of a 351 Windsor replacement block, for exactly the same reason as the 302 replacement block had had its proposal allowed for use in Group N Historics 12 months prior. But at that time, I was denied the use of the replacement block.

In frustration, I chose to race my car in the Australian Trans-Am Series during the 2014 and 2015 seasons, where I was able to use the replacement Ford 351 engine block, and had trouble-free racing for those two years.

After this, we decided to return to Group NC Historic racing here in Victoria, only to have our standard 351 Windsor block once again fail due to the failure of the crank case webbing, the same as the engines before using standard blocks. Once again, the majority of our internal components were destroyed at great expense.

I was then forced once again to try and find a suitable original block. I searched high and low, and the only block that I found, the seller demanded "tattsлото numbers" in cost, as it was a matching number Windsor GT Block. The more we searched, the more we realized the original blocks (hen's teeth) are worth large amounts of money due to car restorers building big budget original GT Falcons.

I love my racing and wished nothing more than to get my car back on the track. I looked at costs and availability of blocks, and in frustration, I have built a legal engine out of a 351 replacement block (part number M-6010BOSS35195). My theory being that we need to keep these historic cars on the track. My only way to achieve some longevity in my motor is to use the replacement block, assuming the Historic Commission must eventually allow these blocks through, exactly as they have with the 302 replacement block. I have been advised by my engine builder that there is no horse power to be gained and that the block is heavier with this

replacement block. The benefits we seek are availability and reliability, as well as keeping costs down to a reasonable level.

My new engine is finished and the car "sits waiting to race", as I imagine so will many Historic Touring Cars unless the Commission see it fit to allow certain components to be used to keep our sport alive.

Please consider this request and I ask for a speedy decision as I know our Club needs cars on the track to fill the grid and we are in the position to do so with the granting of this proposal.

Regards,

Andy Clempson

Motacarb.

8/18 Jay Gee Court.

Nerang. 4211 QLD.

To whom it concerns

As the builder of various Historic touring car engines It has become extremely hard to source viable Ford 351 Windsor blocks. The next problem is the common failure due to cracking which can result in a very expensive repair bill. The use of the Ford 351 block M-6010BOSS35195 is the logical replacement for cost and serviceability.

Yours Faithfully

Craig Allan