

**The following cars are covered under these regulations:**

1962-1968 AC/ Shelby Cobra (260/289 CID)

Engines: .060" maximum overbore allowed

260 CID Bore x stroke..... 3.80" x 2.87"

289 CID Bore x stroke ..... 4.00" x 2.87"

Head &amp; block material..... cast iron (Hi-Po, GT-40, Windsor)

Carburetion ..... One Carter, Ford or Holley 4-bbl (B/P)

Other options: (2) x 4V, (3) x 2V, (4) Weber 48IDM x 2V (A/P)



Transmissions: Ford 4-speed ..... models T-10 or top-loader

ratios free, except that first gear must not be numerically lower than 2.20



Chassis: 2 seat alloy body roadster on ladder-type steel tube frame

Wheelbase..... 90"

Track dimension (289), front..... 52", +/- 2"

Track dimension (289), rear ..... 53.5", +/- 2"

Wheels (260/289)..... 7.5" x 15" (B/P) (A/P before 1967)

Wheels (289)...FIA..... 8.5" x 15" (A/P)

Brakes..... 11.6" discs F, 11.2" discs R

Official weight, measured without fuel &amp; driver, all tolerances included: A/P...1912# B/P.....2100#

**SVRA approved options:**

Edelbrock Performer RPM intake manifold; p/n 7121 or 7105

Shelby intake manifolds: XEO-111(2x4v), XEO-112 (3x2v), XEO-113 (1x4v)

Stock appearing aftermarket heads of correct material, valve angle and plug location (World Products, Dart, etc.)

289 CID Ford "Indy" alloy block and/or heads

Roller type camshaft &amp; roller rocker arms

Roller-tip rocker arms

p/n XCO-206 Alloy brake calipers (no increase in rotor diameter)

p/n XCO-240 Steering brace kit

p/n XCO-290 Competition seats

p/n XCO-292 Competition windscreen kit

MSD type electronic ignition, must be triggered from distributor

Hill Carburetor

Accusump

External dry sump

8.5" American Racing Torq-Thrust D (105 series) wheels

2-piece rotors of correct diameter (aluminum hat &amp; steel rotor)

Tex/Richmond Super T-10 transmission

Jerico, T101 transmission.

Removable hard top

Hood vents, cold air intake, brake air scoops, competition fender spats; as appropriate

All cars may have any of the recognized competition body styles: i.e. LeMans, LeMans Replica, FIA, USRRC, etc.

Any appropriate and documented option not listed**SVRA approved options or modifications which have weight penalties:**If no charging system, add 25# to official weightAluminum replacement cylinder heads that retain standard valve angles, port arrangement, and physical dimensions are permitted, add 50# to the official weight.**Specifically prohibited:**

Spoilers or air dams

metal or fiberglass tonneau cover

