

## SVRA Supplemental Regulations:

(last revised 1/26)

Shelby American GT350 & GT500 (1965-1969) as prepared for SVRA Group 6 competition

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

- 1965-1967 Shelby GT350 coupe (289 CID) B/Production
- 1968-1969 Shelby GT350 coupe (302 CID) B/Production
- 1967-1968 Shelby GT500/500KR coupe (427/428 CID) A/Production

### Engines:

- .060" maximum overbore allowed
- 289 CID Bore x stroke... 4.00" x 2.87"
- 302 CID Bore x stroke... 4.00" x 3.00"
- Head & block material... cast iron (Hi-Po, GT-40, Windsor)
- Carburetion... One Holley 4-bbl. (1.687" throttle) or equivalent
- 427 CID Bore x stroke... 4.24" x 3.79"
- 428 CID Bore x stroke... 4.132" x 3.984"
- Head & block material... cast iron
- Carburetion... One Holley 4 bbl. (1.687" throttle) or equivalent  
or Two Holley 4 bbl. (1.5625" throttle)

### Standard 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:

- Steel unibody 2-door hardtop coupe based on Ford Mustang fastback
- Wheelbase... 108"
- Track dimension, front... 59", +/- 2", rear... 58.5", +/- 2"
- Wheels, all listed models: 8.5" x 15" (see footnote 2) Brakes, all listed models: 11.3" discs F, 10" drums R
- Tires... (see SVRA group 6 approved tire list)

Official weight, measured without fuel & driver, all tolerances included: (289)...2650# (302)... 2700# (GT-500)...2800#

### SVRA approved options or modifications:

- Safety modification: replace front spindles with those from '70-74 Falcon, Fairlane, Cougar, Comet
- Springs, shocks, sway bars, axles, spindles (i.e.; '67 Ford), hubs, etc. are free as long as track remains correct
- R-model front valence and other R-model specifications
- Fiberglass hood with air scoop
- Removal of turn signals, parking lamps, bumpers
- Wheel openings may only be mildly relieved for legal wheel and tire clearance. Contour must appear stock when viewed from the side.
- GT500 may have 1972 SCCA legal spoiler
- \*2-piece rotors of correct diameter (aluminum hat & steel rotor)
- \* Lincoln/Galaxie brake system
- \*Tex/Richmond Super T-10 transmission (see footnote 4)
- \*Jerico, T101 transmission, 2.20 or higher first gear (see footnote 7)
- \*Stock appearing aftermarket heads of correct material and plug location (i.e. Dart, World Products, etc.) (see footnote 13)
- \*Roller type camshaft & roller rocker arms
- \*MSD type electronic ignition, must be triggered from distributor (see footnote 10)
- \*Accusump or dry sump (see footnote 5)
- \*Edelbrock Performer RPM intake manifold; p/n 7121 or 7105, as appropriate (see footnote 9)
- \*Polycarbonate windshield and rear window on coupe, side windows may be replaced or removed

### SVRA approved options or modifications which have weight penalties:

- \*If headlights are removed completely, add 20# to official weight (see footnote 6)
- \*Removal of passenger seat, add 20# to official weight (see footnote 16)
- \*If no charging system, add 25# to official weight (see footnote 8)
- \*Fiber glass trunk lid, add 10# to official weight
- \*Aluminum replacement cylinder heads that retain standard valve angles, port arrangement, and physical dimensions are permitted, add 50# to the official weight.

\*These options are SVRA approved but may not be period correct under SCCA GCR/PCS regulations

### Specifically prohibited:

- Fiberglass doors
- Rear disc brakes or aluminum brake calipers on front
- Removal of rain gutters
- Non-approved intake manifolds (i.e. Victor Jr.)
- Spoilers or air dams
- Fabricated front control arms (A-frames)
- Remote reservoir or coil-over shock absorbers