

**HSR Supplemental Regulations (FMC-1):
 Ford Mustang Sedan (notchback) & GT 2+2 (fastback) & Similar models Mercury Cougar
 Generation I (1964 thru 1973)** (updated 4/8/20)

The following cars are covered under these regulations:

- 1964-1966 Ford Mustang Sedan/GT (260/289)
- 1967-1968 Ford Mustang Sedan/GT (289/302/390/428)
- 1969-1970 Ford Mustang Sedan/GT (289/302/351/390/428) Includes Mach I/Boss 302, etc.
- 1971-1973 Ford Mustang Sedan/GT (302/351/429)
- 1967-1970 Mercury Cougar (289/302/352W/351C/427/428)

Note: Classification will be based on the engine selected; cars w/other than SBF motors will be classed on a case-by-case basis.

Engines: .060" maximum overbore allowed

Internal engine components are free (crankshaft, rods, camshaft, valves, etc.) but must be made of the same materials as the factory parts. Stroke must remain consistent with the engine used.

- Head & block material.....Cast Iron
- Carburetion.....One Holley 4-bbl. or equivalent

Standard Transmissions: Ford 4-speed.....(Borg Warner T-10 or Ford Top-Loader) ratios free

Chassis: Steel unibody, 2-door hardtop sedan/coupe/convertible
Wheelbase: 64-69 = 108" 70-73 = 109"
Track dimension, front.....59", +/- 2" rear.....58.5", +/- 2"
Wheels w/allowances, all listed models: 8.5" x 15" **Standard Brakes,** all listed models: 11.3" discs F, 10" drums R
Tires: (see HSR Tire Specifications)

Official weight, measured without fuel & driver, all tolerances included: 1965-67 (289)...2700 (302)...2800 1968-73 (302)...3000

Car may optionally be weighed including Driver: Add 175# to official weight
 351/390/428/429: Add 100#
 "Racing Transmission": Add 100#

HSR approved options or modifications for Vintage A-Sedan class (S/2):

289 or 302 engines only

- Stock appearing aftermarket iron heads w/20° valve angle (World Products, Dart, etc.)
- Roller rocker arms only
- Dual-plane intake manifold: Ford Hi-Rise or Edelbrock Performer RPM; p/n 7121
- Four 2V Weber 48 IDA cars and manifold
- MSD type electronic ignition, must be triggered from distributor
- Accusump
- Springs, shocks, sway bars, axles, spindles (i.e.: '67 Ford), hubs, etc. are free as long as track remains correct
- Safety modification: replace front spindles with those from '70-74 Falcon, Fairlane, Cougar, Comet**
- 2-piece rotors of correct diameter (aluminum hat & steel rotor)
- Lincoln/Galaxie brake system, 11" rear "station wagon" drum brakes
- Rear disc brake kit using '65/67 iron front caliper (Cobra Automotive 100-RDBK-SB/100-RBDK-LB or equivalent)
- Shelby R-model front valence
- Monte Carlo bar, p/n C3DZ-16A052-M and Export Brace, p/n C3DZ-16A052-E
- GRP (fiberglass) hood
- Polycarbonate windshield and rear window, side windows may be replaced or removed
- Tex/Richmond Super T-10 transmission
- Removal of turn signals, parking lamps, bumpers
- Removal of passenger and rear seat
- Wheel openings may only be mildly relieved for legal wheel and tire clearance. Contour must appear stock when viewed from the side.



HSR approved options or modifications for Historic Trans-Am class (H/TA):

310 cid maximum displacement

- Stock appearing aftermarket aluminum heads w/20° valve angle
- 8V (2x4) Induction kit C6ZZ-6B068-A or equivalent
- Unlisted aftermarket intake manifold
- Dry sump
- Roller camshaft
- "Racing" type transmission, i.e Jerico, T101, etc. (note weight penalty)
- Period rear disc brakes (Kelsey-Hayes, etc.)
- GRP (fiberglass) hood/trunk lid
- Period lip-spoilers only



HSR approved options or modifications for American Sedan class (S/1):

- Ford engines larger than 5.0L.
- Options approved for H/TA class

Specifically prohibited in H/TA, S/1 or V/AS class:

- Crank-fire ignition
- Fiberglass fenders/doors
- Removal of rain gutters
- Air dams beyond centerlines of wheels
- Fabricated front control arms (A-frames)
- Remote reservoir or coil-over shock absorbers
- Traction control

