

**HSR Supplemental Regulations (SHB-1)**

(last revised 4/2020)

**AC & Shelby Cobra 289****HSR Group 5**

Vintage Production Category (SCCA Class A/P, B/P &amp; FIA equivalents)

**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#

**HSR approved options:**

p/n XEO-200 Weber Carb. Kit (4x48mm, manifold, hood air scoop, etc.)

Edelbrock Performer RPM intake manifold; p/n 7121

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

Stock appearing aftermarket heads of correct material 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 (see footnote 3)

External dry sump (see footnote 5)

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

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**Approved options or modifications which may have weight penalties:**

302 CID iron block/head (same specs as 289)

Jerico, T101 transmission

**Specifically prohibited:**

Spoilers or air dams

metal or fiberglass tonneau cover