HSR Supplemental Regulations (POR-13): (last revised 1/11/19
Porsche 914/6 GT (1970-1976) HSR Group 3 or Group 5 Historic Production Category

The following cars are covered under these regulations:
Porsche 914/6, 914/6 GT; 2.2, 2.3, 2.4, 2.5L, SOHC flat 6)

Engines: .047" (1.2mm) maximum overbore allowed, **stroke must remain standard**

(2.2L) ~ 2247cc	Bore x stroke	3.35" x 2.60" (85mm x 66mm)
(2.4L) ~ 2341cc	Bore x stroke	3.30" x 2.78" (84mm x 70.4mm)
2380cc	Bore x stroke	3.44" x 2.60" (87.5mm x 66mm)
2395cc	Bore x stroke	3.35" x 2.77" (85mm x 70.4mm)
(2.5L) ~ 2454cc	Bore x stroke	3.42" x 2.77" (87mm x 70.4mm)
2464cc	Bore x stroke	3.50" x 2.60" (89mm x 66mm)
	Head & block material	alloy
	Head material	aluminum
	Engine case material	aluminum or magnesium
	Induction	(2) Weber 40 IDT-PI (40mm)

Transmissions: Porsche transaxle, type 914……4 or 5 speeds

Chassis: Mid-engine, uni-body 2-door sports car, torsion bar suspension (front) coil over shock (rear)

Wheelbase:	96.5"
Track dimension:	front... 57.8", rear…58.6", all tolerances included
Wheels:	7" x 15", 8" x 15"
Brakes:	11.1" discs F…11.3" discs R

Official weight, measured without fuel & driver, all tolerances included: **2021#**

***Car may optionally be weighed including Driver: add 175# to Official Weight**

Level 1: Period Correct Specifications and Options (Grand Touring Categories, 1970 FIA Groups 3 & 4)

Stock crankshaft, connecting rods, rocker arms; may be lightened and balanced
Stock cylinder heads may be milled, ported and polished (2L heads w/steel valves only)
Camshafts, exhaust system free
Dual-ignition distributor
Transistor ignition using standard distributor
Weber 46 IDA carbs
Rear axle ratios: 4.43, 4.83, 5.33; limited slip differential
Factory listed gearbox ratios
Front oil cooler
Porsche "M471" GT body modification kit: wide fender flares, front & rear deck lids, GRP bumpers, lower valence, rocker panels, open engine grille, lightweight doors, steel reinforced roof

"Dog Ear" reinforcement links
Anti-sway bars, bushings, torsion bars ~ free
Headlights, parking lights may be removed
Bumpers may be of alternate material but not removed
Top panels may remain in place if securely bolted or pinned
Removal of passenger seat
901.351.043/4.20 - front brake caliper
911.351.425/6.01 - "A" caliper (1978 ~ 911SC cast iron caliper)
911.351.935/6.00 - 69S caliper 901.352.043/4.20 - rear brake caliper
Alloy "S" vented brake system, including spacer for rear caliper

Level 2: Additional Specifications and Options (Generally accepted for Vintage Racing)

Aftermarket crankshaft, connecting rods, rocker arms
MSD type electronic ignition, must be triggered from distributor
Electromotive XDI crank-fire ignition
PMO equivalent for Weber 46 IDA/IDS
Alternate gearbox; types 901/915, ratios free
Small lip-spoiler not to exceed centerline of wheels
Removal of top & windshield with GT body

Specifically prohibited in Level 1 & 2

Cut away sheet metal in front or rear compartment
Trapezoidal and box type (GTU style) fenders
Hewland or other non-Porsche gearbox
Tube or semi-tube frame chassis
Air dams or rear deck spoilers other than standard 914/6GT bodywork
Altered windshield angle with roof in place
Coil-over front suspension or remote reservoir shocks

Special notice:

The Porsche 914/6 was only produced with the 1991cc (80mm x 66mm) engine. In 1974, IMSA began allowing displacement increases beyond 1.2mm in the GTU and GTO categories using a sliding weight scale to compensate. Brumos and others used the 2341cc (84mm x 70.4mm) engine successfully in that series. In 1976, SCCA began listing the 2341cc engine as an option in PCS (Production Car Specifications).

Therefore, HSR feels that only the 1991cc or 2341cc engines are appropriate in these cars historically when running as production cars. Currently these cars are listed in HSR Group 3.

Since FIA/SCCA/HSR regulations allow a 1.2mm bore increase, it is acceptable to have a 2.4L (2395cc) using 85mm cylinders.

Certain cars did run IMSA in GTU and even GTO with larger engines. Keep in mind that these cars ran on slicks and had all sorts of wide bodywork, spoilers and air dams. They also had to meet the IMSA sliding weight standard based on engine displacement. Cars running in these configurations will run HSR Group 5 or 9.

There is a trend for engine builders to use readily available parts to build a 2.5L with either a 66mm or 70.4mm crank shaft, and claim that is only slightly bigger than the legal 2395cc motor. A "2.5L" car will be in HSR Group 5.