



H2R Challenge -Spec 914

Revision 3.1 - 1/1/2025

H2R Challenge - Spec 914 - Class Specific Performance Rules.

The H2R Challenge is a member only race series amongst friends for the enjoyment of the competitors and spectators.

No changes to the race cars are permitted unless expressly specified in the rules! If it doesn't say you can modify, upgrade, or substitute then you can't.

Spec 914 Rules

All drivers must comply with the H2R Challenge - **General Competition Rules** in addition to the **Class Specific Performance Rules**.

Cars

Eligible cars include Porsche 914/4 built in 1969 – 1976.

The minimum weight of the car and driver is 2050 lbs. post-race. Driver's will be responsible for making minimum weight to obtain points for that race. A maximum of 200 lbs of ballast may be added to achieve minimum weight. All ballast must be **securely and safely** attached to the passenger side floorboard. If the passenger floorboard is filled with ballast plates and more is needed, the ballast plates may extend up the rear bulkhead (behind the passenger seat location) as needed. Creative attempts to disguise ballast in other parts of the car will result in disqualification. Each car is subject to inspection during post race weighing.

Engines

Cars must run a 4 cylinder Porsche 914 engine. The base engine may be a 1.7, 1.8 or 2.0 liter. Engines may run 1.7, 1.8 or 2.0 liter heads. Fuel must be “pump” gasoline, 93 octane or less – octane boost is not permitted.

Required modifications

Roll cage - Full roll cage w/ door bars that meets safety tech review by H2R. Tubing must be 1.5” x .090 DOM as a minimum (Champcar rules are a good reference – www.champcar.org). Body sheet metal may be removed/ modified as required to accommodate roll cage installation. Ask questions and get guidance **prior to building your cage.**

Conversion of fuel injection to carburetors (2), replace fuel pump with low pressure unit, Change fuel lines and vent gas tank. Carburetors will be twin 2 barrel units with a throat diameter of 40mm or smaller.

Relocation of the battery to the front trunk – installed in a battery box or with insulated battery terminals.

Glass – Door glass and headlight bulbs must be removed.

Wheels and Tires:

The 2025 spec tire is the Hankook Ventus R-S4 (195/50R-15).

No other tires may be used.

Any 15” diameter wheel, with a maximum width of 7”, bolted or adapted to the stock wheel hub may be used. While there are wheel options, the spec tire must be used.

Allowed modifications – NOTE: If the rules do not say you can, then you cannot!

A 914/4 is a 914/4. You may use parts from any year 914/4 on your Spec 914 vehicle.

Structural repairs – Years and rust may have taken a toll on your chassis. Repairs and reinforcement of damaged metal is permitted, as required, to bring the chassis back to original strength. Chassis stiffening plates are allowed.

Front and rear sway bars are optional. Bar size and manufacturer is open. If you choose to install one, it must be mounted in the factory bar location.

Any shock absorbers which will mount in the same manner and location as stock. No shock absorbers with external/remote adjustable dampers.

Rear springs may be replaced with any spring rated at 200# or less. Springs must be compatible with shocks as specified above.

Any exhaust headers and muffler that complies with the Harris Hill sound limit

Any steering wheel

Aftermarket body panels – no wings or spoilers

Any mirrors may be added

Hood pins or straps

Any brake pads and brake lines

Any lubricants

Interior (carpet, panels, and console) may be removed; the dash may not be removed (dash is defined as: dash framework, dash vinyl top and main instrument cluster panel).

Headlight units, door glass mechanisms, back glass and stock roll bar may be removed

Gauges may be added. The stock gauge panel must stay, but any substitute gauges may be installed. Stock gauges on the center console may be removed or relocated

The heater system may be removed including the heat boxes on the exhaust headers.

Tail shift or side shift transaxles may be used. Gearshift lever and linkage modifications/replacements are allowed.

Suspension

Front and rear wheel camber may not exceed 2.75 degrees negative. Mounting points may not be moved, but mounting holes may be modified. Cars will be checked without driver in the car. Any tie rod ends and ball joints which mount in the same manner and location as stock, may be used. Replacement of suspension bushings may be made of any non-metallic material.

Engine

Engine bore must be 96mm or less and stroke must be 71mm or less

Heads - The compression ratio may not exceed 10:1. Valves, valve springs / retainers may be replaced / upgraded. Maximum valve size is 42mm intake and 36mm exhaust

A stock flywheel must be used, but the weight may be reduced to 12lbs.

Engines may either run a stock camshaft or one of two spec cams (Web Cam #494 - Item #00-682 – www.webcamshafts.com) or (D. Elgin Cams #7606 – www.elgincams.com – if you need additional information on this cam, contact Bill Hamilton bill@hamiltonclassics.com).

Any clutch pressure plate, disk and throw out bearing may be used.

Any valve covers, oil cooler, cooler fan and/or sump extension may be added.

Accusump type devices and dry sump conversions are permitted

Any air cleaner and/or velocity stacks contained within the engine compartment.

Cooling scoops may be added, but no "ram air" to the carburetor intakes

Any distributor which is driven by the stock drive shaft. Rev limiter may be added

Any coil (MSD type ignitions are not allowed)

Any Alternator may be used and is optional