



# KLUB SPORT CHALLENGE

## MISSION STATEMENT

The Klub Sport series is a bonus race designed to allow a group of similarly prepared Porsche cars to run for a special championship sponsored by Klub Sport Racing during each HSR weekend. Therefore all cars and drivers must meet a specific set of criteria to be eligible for awards and championship points in this special race group. Cars not meeting the guidelines prescribed by Klub Sport may petition to run for three (3) scheduled races with a weight penalty if they do not initially comply with the following prescribed guidelines. After this probationary period the car must conform to the rules set down to continue to accrue points and award finishes. If the car does not conform, the car can petition to continue to run in the series, but would not be eligible for points or awards.

This does not mean that the car would not be eligible for HSR competition, just for the Klub Sport series. HSR will have a classification for the car regardless of it's eligibility in the Klub Sport series.

# KLUB SPORT CHALLENGE RULES

## 2007

- Professional Drivers will not be awarded points for year end awards. Klub Sport will determine pro or amateur status.
- There will be strict conformance with regards to race cars qualifying to participate in the race.
- The top 3 of each class will be tagged for inspection after each Klub Sport Race; however, anyone can be called for tech inspection.
- Engine size, brakes, body work, tires and suspension may be inspected.
- If a car is tagged due to non-compliance of the Challenge Rules and technical specifications, the car will have until the next Challenge Race to comply or be disqualified for the year.
- No points or prizes will be awarded until a vehicle is in compliance.
- Immediately following each Challenge Race, there will be a Race Participant Social at the Klub Sport Paddock area for presentation of the Awards.
- Fuel as per HSR rules. Fuel used during a Klub Sport Challenge race will be track supplied race fuel or premium pump gas or equivalent. NO OXYGEN ENRICHED FUEL OR “EXOTIC FUELS”.
- Driver must qualify car or start from the rear of the field.
- Any attempt to circumvent the rules will be judged by the competition director and chief of tech as to the spirit of vintage competition standards. If a competitor is judged to be in non-compliance with the rules or not within the spirit of the rules, he/she may be penalized up to and including disqualification from the race.

# 2.0 LITER 911/914/6 PORSCHE

## ENGINE

1. 2.0 Liter 81mm Bore Maximum X 66 mm Stroke
2. Weber or PMO Carburetors up to 46 mm or Bosch Mechanical Injection as supplied on 1969 911S
3. Distributor fired MSD 6AL with 8,200 RPM rev-limit chip or MSD Soft Touch Rev control with 8,200 RPM rev-limit chip, distributor fired ignition (Must be mounted out of reach of the driver).
4. Twin Plug – OK
5. Heads are to be original 2.0 Liter components. (45mm Intake Valve, 39 mm Exhaust Valve maximum diameter.) \*\* Aftermarket components must be pre-approved.

## TRANSMISSION

1. Factory - Supplied Gearbox as per year of manufacture. – 5 Speed
2. 901/911 Transmission – OK
3. Gear Ratios – OPEN
4. No progressive shifters, no paddle shifters; shifter may be altered to accommodate driver seat position but must be a standard 5 speed pattern manual shifter.

## BODY

- 911 Body to remain stock up to 1969 configuration
  - 914 stock or “factory configured” 914-6 GT body work is ok
  - Seat position to remain stock.
1. Up to 1969 911 Front Bumper Required
  2. Tub to remain stock and complete - bolt-on Panels/Material – FREE
  3. 911 – will be 2,050 lbs with driver. (All cars will be weighted with driver as raced at the end of each race.)
  4. 914 /6 – will be 2,125 lbs with driver. (All cars will be weighted with driver as raced at the end of each race.)
  5. Tube Frame Chassis – **ILLEGAL**

6. Dzus Fastened Panels (Exterior Panels) – **ILLEGAL**
7. 914 Windshield or Roadster – OK

## **WHEELS**

- 8" x 15" maximum width and diameter   Rear  
7" x 15" maximum width and diameter   Front

## **TIRES**

1. 225 X 50 X 15 Maximum Size Radial   Rear
2. 205 X 50 X 15 Maximum Size Radial   Front
3. 50 Series Lowest Profile
4. Street **DOT** Radial (HSR Approved Tires Only)

DOT radials as follows:

Toyo Proxes RA1

Khumo Escta V700

Yokohama AO32

Hoosier- New prototype in testing. We will advise through the HSR website as to the results and eligibility of this new tire.

## **SUSPENSION**

1. The Suspension must be exactly as fitted by the original manufacturer as to type and location.
2. Coil over springs and remote reservoir shocks, including newer internalized reservoirs, NOT allowed
3. Anti sway bars- free so long as they fit on or into factory mounts and pickups.
4. Bushing material free including spherical bushings on front upper strut mounts and rear trailing arms.
5. Torsion bars- free to the extent they fit into stock torsion tubes and A-arms.
6. No camber boxes.
7. No billet front shock mounts.

## **BRAKES**

1. Brakes up to 1973 – FACTORY STEEL OR ALLOY “S” SUPPLIED CALIPERS AND ROTORS.
2. 1978 911SC Front Caliper (Cast Iron A Calipers) may be substituted in front.

# 356 PORSCHE

## ENGINE

1. 1.6 Liter, 83 5mm Bore, Maximum X 74 mm Stroke
2. Solex Carburetors (40 PII)
3. Distributor may be Magnetic Fired Ignition
4. Single Plug

## TRANSMISSION

Factory supplied 356 Gearbox (Ratios Open)      4 Speed

## BODY

1. Stock Configuration up to 1965 Model Year
2. Tub to remain Stock
3. Bolt-on Panels/Material      STEEL OR ALUMINUM
4. Tube Frame Chassis      ILLEGAL
5. Minimum weight as raced with driver: 1,910 lbs

## WHEELS

6" x 15" Maximum Width and Diameter

## TIRES

1. 205 x 50 x 15 Maximum size front and rear.
2. 50 Series Lowest Profile
3. Street **DOT** Radial -or- Vintage **DOT** Tire, ie: Dunlop, Hoosier, Goodyear or Avon (HSR Approved Tires Only)

## SUSPENSION

1. The Suspension must be exactly as fitted by the original manufacturer as to type and location.
2. Coil-Over Springs and Remote Reservoir Shocks      **PROHIBITED**
3. Anti-Sway Bars      FREE
4. Bushing Material      FREE
5. Torsion Bars      FREE

## BRAKES

1. Brakes up to 1965 – 356 Disc Brakes as supplied by manufacturer
2. Carrera Drum Brakes      LEGAL

# **Klub Sport C Production Class**

**(2007)**

## **Mission Statement**

The C production Class, formerly known as Klub Sport FIA, is for Porsche 911 & 914's that have limited modifications from stock with proper safety equipment. C Production will offer a competitive class within the Klub Sport Series, based on SCCA CP rules from the 1960's. All eligible cars running in "CP" will be required to display a C – Production decal.

The objective of this class is to offer a fun competitive group that has the opportunity to compete for the overall Klub Sport Championship with the emphasis on driver development and less on engine and car modifications.

As is the case with all HSR series, the racing is to emphasize fun, safety and sportsmanship. All cars and competitors in this "spec" series are expected to comply to the spirit of the rules set forth.

Final rule interpretations will be determined by the HSR Competition Committee.

**HSR COMPETITION COMMITTEE**

# **Klub Sport 911 C Production Class (2007)**

## **Body and Chassis**

1. Short and long wheelbase cars as delivered for street use through 1969
2. Tub to remain complete and intact.
3. Minimum weight – Short Wheel Base as raced with driver: 2,300 lbs (CP-SWB).
4. Minimum weight – Long Wheel Base as raced with driver: 2,400 lbs (CP-LWB).
5. Bolt on Body materials free.
6. Quarter and rear window material free.
7. No Dzus fasteners on any body panels.
8. Seat position must remain stock.
9. Shifter position – free but must remain as a floor mounted, standard pattern 5 speed shifter. No progressive or paddle mounted shifters.
10. No tube frame chassis work including “X’ing or triangulating strut/shock towers or suspension pickup points.
11. Roll bars/cages may not extend forward or aft of the cockpit front and rear firewalls (bulkheads), respectively.
12. 911 Targa’s must retain windshield and frame and factory Targa bar/roof panel.

## **Suspension and Brakes**

1. Suspension as delivered for street use in type and location as per year of production.
2. Brakes up to 1973 – FACTORY STEEL OR ALLOY “S” SUPPLIED CALIPERS AND ROTORS.

3. 1978 911SC Front Caliper (Cast Iron A Calipers) may be substituted in front.
4. Torsion bars- free to the extent they fit into stock torsion tubes and A-arms.
5. Anti sway bars - free so long as they fit on or into factory mounts and pickups.
6. Bushing materials free. Monoballs limited to rear trailing arms and front upper strut mounts.
7. Dual Stage, Single brake master cylinder to be mounted in original location and original pedal assembly to be used.
8. Tires must meet HSR tire rules.  
DOT radials as follows:  
Toyo Proxes RA1  
Khumo Escta V700  
Yokohama AO32  
Hoosier- New prototype in testing. We will advise through the HSR website as to the results and eligibility of this new tire.
9. Wheels & Tires: 205/50/15 max size front & rear; 6" front max wheel width, 7" rear max wheel width.
10. Camber Boxes not allowed.
11. Coil-over springs and remote reservoir shocks not allowed; including newer internalized reservoirs.

## **Engine and Transmission**

1. 2. Liter, 81mm bore 66 mm stroke max.
2. Single plug with distributor, no crank fire. Must have MSD 6AL rev-control box with 8,200 chip. (Ignition box must be mounted out of reach of the driver.)
3. No Titanium or alloy components
4. Steel connecting rods, stock length and journal sizes.



5. Porsche style rockers – steel with adjustment screws.
6. 2 liter cylinder heads 45 mm intake, 39mm exhaust valves max diameter 9mm stem diameter (Combustion chambers to remain stock configuration, including original spark plug location).
7. Carburetors must be 40mm Webers with 40mm throttle plates. 36mm venturies max, jetting is free. Manifolds must be stock or stock replacement.
8. Stock MFI allowed only on '69 long wheelbase cars.
9. Flywheel and pressure plate must be stock – 215mm.
10. 3 into 1 exhaust configuration.
11. Transmission must be Porsche 901 or 911. Ratios are free.
12. No Sequential Shifters.
13. Maximum Compression Ratio: 10.5:1.
14. Eleven (11) Blade fan – 246mm, Belt Drive.

# Klub Sport 914 C Production Class (2007)

## Body and Chassis

1. Tub to remain complete and intact.
2. Minimum weight as raced 2,475 lbs. with driver.
3. Bolt on Body materials free.
4. Quarter and rear window material free.
5. 914 Targa bars must be as original as to material, location, dimension as factory placement and installation.
6. Seat position must remain stock.
7. Shifter position - free but must remain as a floor mounted, standard pattern 5 speed shifter. No progressive or paddle mounted shifters.
8. No tube frame chassis work including "X"ing or triangulating strut/shock towers or suspension pickup points.
9. Roll bars/cages may not extend forward or aft of the cockpit front and rear firewalls (bulkheads), respectively.
10. No Dzus fasteners on any body panels.
11. 914's must retain windshield and frame and factory Targa bar/roof panel.

## Suspension and Brakes

1. Suspension as delivered for street use in type and location as per year of production.
2. Brakes up to 1973 – FACTORY STEEL OR ALLOY "S" SUPPLIED CALIPERS AND ROTORS.
3. 1978 911SC Front Caliper (Cast Iron A Calipers) may be substituted in front.
4. Torsion bars- free to the extent they fit into stock torsion tubes and A-arms.
5. Anti sway bars - free so long as they fit on or into factory mounts and pickups.
6. Bushing materials free. Monoballs limited to rear trailing arms and front upper strut mounts.
7. Dual Stage, Single brake master cylinder to be mounted in original location and original pedal assembly to be used.
8. Tires must meet HSR tire rules.
  - DOT radials as follows:
    - Toyo Proxes RA1
    - Khumo Escta V700
    - Yokohama AO32
  - Hoosier- New prototype in testing. We will advise through the HSR website as to the results and eligibility of this new tire.

9. Wheels & Tires: 205/50/15 max size front & rear; 6" front max wheel width, 7" rear max wheel width.
10. Camber Boxes not allowed.
11. Coil-over springs (front) and remote reservoir shocks not allowed; including newer internalized reservoirs.

## **Engine and Transmission**

1. 2. Liter, 81mm bore 66 mm stroke max.
2. Single plug with distributor, no crank fire. Must have MSD 6AL rev- control box with 8,200 chip. (Ignition box must be mounted out of reach of the driver.)
3. No Titanium or alloy components
4. Steel connecting rods, stock length and journal sizes.
5. Porsche style rockers – steel with adjustment screws.
6. 2 liter cylinder heads 45 mm intake, 39mm exhaust valves max diameter 9mm stem diameter (Combustion chambers to remain stock configuration, including original spark plug location).
7. Carburetors must be 40mm Webers with 40mm throttle plates. 36mm venturies max, jetting is free. Manifolds must be stock or stock replacement.
8. Stock MFI allowed only on '69 long wheelbase cars.
9. Flywheel and pressure plate must be stock – 215mm.
10. 3 into 1 exhaust configuration.
11. Transmission must be Porsche 901 or 911. Ratios are free.
12. No Sequential Shifters.
13. Maximum Compression Ratio: 10.5:1.
14. Eleven (11) Blade fan – 246mm, Belt Drive.