

**Porsche 914/6 and 914/6 GT (1970-1976)**

**SVRA Supplemental Regulations**

Porsche 914/6 and 914/6 GT (1970-1976) as prepared for SVRA Group 8/AP/BP/CP or 12/GTU

(last revised 1/2017)

**The following cars are covered under these regulations:**

- 1970-1976 Porsche 914/6 (1991cc, SOHC flat 6)
- Porsche 914/6GT (1991cc, SOHC flat 6)
- Porsche 914/6 (2341cc, SOHC flat 6) IMSA/FIA Homologated, Group 4

Note: chassis may be updated or backdated to achieve proper specifications.

Note: Cars with post-1974 (GTU type) racing specifications such as full coil-over suspension, air dams and deck spoilers or semi-tube chassis will compete in SVRA group 10 or 12.

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

- 1991cc Bore x stroke.....3.15" x 2.60" (80mm x 66mm) → [allowed 81 mm x 66mm]
- 2341cc Bore x stroke.....3.30" x 2.78" (84mm x 70.4mm) → [allowed 85mm x 70.4mm]

- Head & block material.....alloy
- Carburetion.....(2) Weber 40 IDT



Transmissions: Porsche transaxle.....4 or 5 speeds, ratios free

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

- Wheelbase: 96.5"
- Track dimension: front...53.5", +/- 2" rear...54.5", +/- 2"
- Track dimension: GT front... 57.8", GT rear...58.6", all tolerances included
- Wheels: 7.5" x 15"
- Brakes: 11.1" discs F...11.3" discs R
- Tires: 45 aspect ratio or higher DOT radials or treaded racing tires

Official weight, measured without fuel & driver, all tolerances included: 2.0L = 1871# 2.2L - 2.4L = 2121#  
 Note: if no charging system, add 25# to official weight

**SVRA approved options, C-Production (Group 8)**

- MSD type electronic ignition, must be triggered from distributor, single plug heads only
- 81mm cylinders & pistons cast iron sleeves
- 901.351.043/4.20 - front brake caliper 911.351.425/6.01 - "A" caliper
- 911.351.935/6.00 - 69S caliper 901.352.043/4.20 - rear brake caliper
- 1978 ~ 911SC - cast iron caliper
- Anti-sway bars, bushings, torsion bars ~ free
- Bumpers, headlights, parking lights may be removed (see General Rule & Regulations) (see footnote 6)
- Removal of windscreen (a suitable racing screen must replace the standard unit)
- Top panels may remain in place if securely bolted or pinned
- Removal of passenger seat (see footnote 16)
- Wheel arches may be modified only to cover legal wheel/tire package. i.e., no compound flair.
- "Dog Ear" reinforcement links
- "Ginther" style aero windscreen – must be translucent per SCCA regulations – not painted



correct 914/6 coupe



"Ginther" racing windscreen (translucent-not painted)



correct C-Production 914/6 roadster



**SVRA approved options, B/Production (Group 8)**

All above plus:

- 914/6GT specifications and bodywork, must have full windshield
- factory spec fiberglass body parts (no reduction in minimum weights)
- dual ignition distributor
- Appropriate fuel injection or Weber 48 IDA/IDS carbs
- Alloy 911SC or 908 calipers
- 8" x 15" wheels



correct 914/6 GT coupes



**SVRA approved options, A/Production (Group 8)**

All above plus:

- Removal of top & windshield on GT body
- 2.2L - 2.4L engine -----Greater than 2.4L run in Group 6/GTU
- 914S deck spoiler

**Specifically prohibited for SVRA group 8** (These items are permitted in Group 10):

- Hewland or other non-Porsche gearbox
- Coil-over suspension or remote reservoir shocks
- Tube or semi-tube frame chassis
- Air dams or rear deck spoilers other than standard 914/6GT bodywork
- Trapezoidal and box type (GTU style) fenders
- Hard tonneau cover
- Windshield fairing that extends beyond rearmost perpendicular of standard windshield
- Wheels wider than 8" and taller than 15"
- Engines other than those listed above
- Cut away sheet metal in front or rear compartment



GTU Bodywork ~ not approved for Group 8