

2007 HSR RULES

2006 was another great year of racing with HSR. The year offered new venues, full grids and fun, competitive racing. The year also offered some serious challenges in rules interpretations. This was probably most evident in Group 3 and Klub Sport, two of our largest and most competitive groups. The competitiveness and interpretation of the rules set a course of continued car development over the past few years. This development has significantly raised the cost of running a competitive car in these classes, which is good for a selected few, but not good for the overall group or HSR as a whole. In response to this situation and to you, our customers, there have been some rule changes for 2007.

Now, I know you are now in the panic mode because change is never a good thing. Right? But, before you start creating some colorful adjectives to address us by, please understand the HSR philosophy.

1 HSR is basically an “Inclusive” group. If you have raced with us in the past you will still have a place to race in the future, period.

2 Strict compliance of the rules both defined and “within the spirit” must be maintained for those cars/drivers who are running for a championship or expect to be recognized for podium finishes. Cars having “out of class” modifications may be allowed to stay in class with the assessment of a weight penalty.

3 Race for Fun, for those that are not, who want to run an occasional race with HSR or those not collecting Championship points, you are always welcome. These drivers always seem to have the best weekend anyway.

I would like to thank everyone for their input, expertise and understanding. We would especially like to thank Art Woodworth, Jr. for his guidance, time, energy and enthusiasm for the development of the 2007 Klub Sport C Production program. We will rely on him throughout the year to assist us with this exciting program.

As always, please do not hesitate to contact us with any questions you may have. On behalf of Chief of tech, Chip Wright and myself, we would like to wish everyone a happy, healthy and prosperous 2007 as we look forward to seeing you at the track.

All the Best,

Ken Fengler
Competition Director

All RACE GROUPS

Cars not meeting class guidelines may be required to carry a weight penalty assessed for any out of class modifications at the discretion of the Competition Director. Cars not meeting current class standards may also be re-classified to another class or group if the modifications are so extreme that weight penalties cannot bring it into competitive compliance with the original race class or group assigned.

Any weight penalty assessed must be displayed on the windshield of the car in 3" X 1" stroke numbers preceded by a plus sign. Minimum weight penalty will be 25 pounds. Each out of class modification will be assessed individually with the total being displayed as prescribed.

Any attempt to circumvent the rules will be judged by the HSR competition committee not in the spirit of vintage and historic competition standards. If a competitor is judged to be in non-compliance with the rules or spirit of the rules, they may be penalized including disqualification from the race or suspended from the race series.

VINTAGE CLASSES

All Vintage classes of Porsches

No Camber Plates

Stock pickup points

No Crank fired ignition

All cars must have *MSD Rev limiter with 8200 RPM max Chip

- MSD Soft Touch Rev Control # 8728 or #8738

No Coil Over Shocks

1973 911 "S" Brakes Maximum

Weights: Class 3K

Porsche 911 2075 lbs.

Porsche 914 2150 lbs.

Weights will be confirmed post race. All cars requiring weight inspection will be directed to tech for post race inspection immediately after race and podium presentation. Failure to report to report directly to tech will result in disqualification and forfeit of all points and awards.

CLASSIC GT CLASSES

WEIGHTS:

- 3J Porsche 911 2.5 – 2.8 ltr. with ducktail* 2100 lbs
Porsche 914 2.5 – 2.8 ltr., 2175 lbs.
- 3J Porsche 911 2.9 liter with ducktail* 2150 lbs
Porsche 914 2.9 ltr., 2225 lbs
* whaletail add 100 lbs.
- 3I Porsche 3.0 ltr. RSR body w/ducktail 2200 lbs
Porsche 3.0 ltr. IROC body w/whale tail, 2300 lbs

All weights are minimum with lightest driver post race.

HISTORIC GT CLASSES

- C6 Porsche 911 GTU 3.0 ltr, 2300 lbs
Porsche 914 GTU 3.0 ltr. 2375 lbs.
Porsche 911 GTU 2.8-2.9 2200 lbs.
Porsche 914 GTU 2.8-2.9 2275 lbs..
- C5 Porsche 911 GTO 3.2 ltr. 2350 lbs.
Porsche 911 GTO Over 3.2 liter. +Add 25 lbs. per .1 displacement
to min.Base weight 2300 lbs

*All weights are minimum with lightest driver, post race

IMSA / WSC CLASSES

No changes or updates at this time.

HISTORIC STOCK CAR CLASSES

Confirming:

390 Carb & radials required at Daytona only.

Maximum Tire Cost to be \$275 per tire.

FORMULA CAR CLASSES

No changes or updates at this time.

DRIVER CONDUCT

Any driver going 4 wheels off, contact with a barrier or tire wall, or car to car contact in any session, must report to the Competition Director before their next scheduled session on track. Any driver leaving the track without consulting with the Comp. Director will automatically be suspended until further notice. HSR drivers under suspension or probation will be posted on the HSR website and confirmed with the Vintage Motorsports Council. It is the driver's responsibility to contact the Competition Director.