Class 3

PRODUCTION – Short Wheelbase 4x4

(108 inches maximum wheelbase)

DEFINITION

Vehicles built from a four-wheel drive utility type vehicle. Vehicle must have been series produced in quantities of at least 5,000 units within a 12-month period and be readily available to the general public in the USA. Must be a four-wheel drive vehicle capable of being driven through all four-wheels.

GENERAL REGULATIONS

Entrants in this class shall comply with all applicable general regulations.

COMPETITION REGULATIONS

Manufacturers body, engine and chassis combinations must be retained. This class is an open-production class and all components will be open unless restricted herein.

NOTE: *The CR abbreviations listed under this class (i.e.CR1 HELMETS) refer to cross reference listings in the Competition Regulation section on this website. These cross-referenced listings are part of the class rules. Where a conflict occurs between the cross- referenced listing and a rule contained under this class, the rule contained under this class has precedence.*

SAFETY EQUIPMENT

CR1 HELMETS
CR2 PROTECTIVE CLOTHING
CR3 EYE PROTECTION and DENTURES
CR4 FIRST AID KIT
CR5 EMERGENCY SIGNALING DEVICES
CR6 HORNS
CR7 REFLECTORS
CR8 FIRE SUPPRESSION EQUIPMENT
CR9 SURVIVAL SUPPLIES

SUSPENSION COMPONENTS

Spindles may be reinforced or replaced but must retain the original stock concept. Front and rear suspension must be of the same basic design and concept as originally produced and installed on the chassis to which it mounted. This will be determined by manufacturer of chassis and the year the chassis was manufactured. Suspension parts may be strengthened, reinforced or replaced, but stock track width ±4” must be retained. Suspension must retain the original design and concept (A-arm, MacPherson Strut, I-Beam, etc.) and all primary spring systems must retain the original concept (Leaf, Torsion Bar, Coil, etc). that was delivered on the year chassis that is in use. Items with no restrictions are”

a) Pivot point bushings
b) Spring rates and capabilities
c) Ball joints
d) Mountings

Primary coil springs are limited to one coil per wheel and must be mounted according to stock concept. Stock production wheelbase may not be longer than 108”. Wheelbase must be retained ±2” as long as it does not exceed 108”.

CR10 SHOCK ABSORBERS and BUMP STOPS

Number of shock absorbers and mounting methods are optional. Mounting points may be redesigned, strengthened and modified.

Remote mounted shocks are allowed.

Shocks may not protrude through hood.

CR11 SECONDARY SUSPENSION

Secondary suspensions allowed. With secondary suspension system disconnected the primary system must be capable of maintaining ride height ±1.5”.

CR12 WHEELS and TIRES
CR13 FASTENERS

STEERING AND BRAKE COMPONENTS

CR14 STEERING
CR15 BRAKES

ELECTRICAL SYSTEM

CR16 IGNITION
CR17 BATTERIES
CR18 LIGHTS
CR19 STARTERS

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Class 3 - *continued*

FUEL SYSTEM

CR20 FUEL

CR21 FUEL TANKS

Safety fuel cells are required.

CR22 FUEL FILLERS LINES, VENTS, and CAPS

ENGINE, TRANSMISSION AND DRIVELINES

CR23 ENGINE and ENGINE DISPLACEMENT

Engine must be of the same manufacturer basic design and type and have the same number of cylinders as the one installed by the manufacturer. Any displacement engine may be used as long as the original block casting remains the same. Block must be made of the same type of material as that of the block that is installed in the vehicle by the manufacturer for the particular chassis and body series. If vehicle is supplied with an aluminium block, only the aluminium block installed in the vehicle by the manufacturer may be used. Engine must be readily available to the general public in the USA.

Engine must not have more valves per cylinder than the stock heads that were delivered in that vehicle.

Any make of automotive carburettor(s) may be used maintaining a combined total of not more than one venturi per cylinder.

Stock factory fuel injection may be used.

Items with no restrictions include:

- Strengthening and balancing
- Valve train and camshaft
- Bore and stroke
- Pistons
- Blueprinting
- Oil and water cooling systems
- Air cleaners
- Fuel pumps
- Exhaust systems

Water and vapour injection not allowed unless originally equipped.

Engine must be located in the stock mounting location as delivered from the manufacturer ±1 inch. This will be measured from the centreline of the front spindle to the back of the block. Engine height must remain stock ±1 inch as measured at the centreline of the crank.

CR24 ENGINE REPLACEMENT

CR25 TRANSMISSION

Transmission is open.

DIFFERENTIALS

Rear differential is open but must remain stock concept. Gear ratios, centers, axles and floating hubs are optional.

Front differential must be a production automotive type but axle tubes may be replaced.

CR26 THROTTLES

CR27 EXHAUST

CR28 DRIVE SHAFTS

CR29 FLYWHEEL SHIELDS

CR30 FLUID COOLERS

CR31 AUXILIARY EQUIPMENT

CR32 SUPERCHARGERS and TURBOCHARGERS

VEHICLE SAFETY EQUIPMENT

CR33 ROLL CAGES

CR34 SAFETY HARNESS

CR35 SAFETY NETS

CR36 SEATING

GENERAL VEHICLE COMPONENTS

CR37 DRIVERS COMPARTMENT

The dash is optional. Upholstered panels, headliners and carpets may be removed.

CR38 DOORS AND LATCHES

CR39 FIREWALLS

CR40 BALLAST

CR41 WEIGHT

Vehicle must weight 3500lbs minimum.

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GENERAL VEHICLE COMPONENTS - *continued*

CR42 FLOORBOARDS

CR43 BUMPERS AND HAZARDOUS PROTRUSIONS

CR44 MIRRORS

CR45 SKID PLATES

CR46 STORAGE

CR47 FENDERS

Wheel openings in fender may be enlarged and flared for tire clearance but stock profile must be retained. Wheel openings must meet the approval of SCORE International regarding excessive material removal or flare. Tires must retract inside of factor openings.

Front fender inner panels may be modified, replaced or removed. Attachment of fenders, inner panels and radiator to a front hoop is acceptable provided stock external appearance is maintained.

Body and fender material may not be substituted with the exception of hoods, trunk lids, fenders and/or bedsides and doors

CR48 CHASSIS and BODY

Chassis

Original wheelbase ±2" must be retained but must not exceed 108". Frames may be strengthened by adding material but must retain stock configuration, size and shape. No removal of materials allowed. Frame must remain stock length but may be notched 8" at front of frame for ground clearance as long as top of frame rail is not modified.

Body

Body must maintain original shape, size, configurations and appearance. Additional mounts or parts for body strengthening may be added. Mounting location (vertical, horizontal, lateral) in relationship to frame must remain stock. The measurement from the centerline of the front spindle to the back of the B-pillar post must remain stock ±1".

Hoods, trunk lids, fenders and/or bedsides, and doors are required to be in the original stock locations but may be of any material. Dropped hoods are allowed as long as stock profile is maintained. Stock grill assemblies are required.

Must retain stock steel cab. No internal stock sheet metal is required.

Safety glass windshields, sides and rear are optional.

CR49 HOSES

CR50 IDENTIFICATION MARKINGS

CR51 ADVERTISING ON VEHICLES

CR52 RADIO EQUIPMENT

CR53 WORKMANSHIP

CR54 TRACKING DEVICE

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