Class 7SX

Stock Production – Mini Pickups

DEFINITION

Vehicles built from a two-wheel drive or four-wheel drive mini or mid-sized pickup. Engine maximum size must not exceed 4000cc. 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. Vehicle must be marketed as mini or mid-sized pickups.

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 a stock production class and all be retained. This class is a stock production class and all components must remain stock except those modifications allowed 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 of any manufacturer and may be reinforced. Uptight or knuckle must remain stock. Front and rear suspension must be of the same manufacture, shape, size and configuration as originally produced and installed on the chassis to which it is mounted. All suspension components except shock absorbers and rear leaf springs will remain in the original stock locations and original stock mounting methods maintained. All components will be original manufacturers design with the exception of the shock absorbers.

A-arms, I-beams and front axles must remain stock as delivered on the chassis to which it is mounted. Parts may be strengthened by adding material but must remain stock shape, size and configuration as delivered from the manufacturer. Stock pivot points must be retained. Mounting points may be strengthened. This may include different materials, addition of materials or changing the mounting method i.e. replacing rubber mounts with bearings. When reinforcing or changing mounting methods, all rules must be adhered to. Pivot point location and suspension geometry must remain stock. Ball joints may be of any manufacturer. Front springs must remain in stock locations and retain original stock concept (leaf, coil, torsion). Rates and capacities of springs are open.

Rear springs may be lengthened to equal that of the longest stock production rear leaf spring as delivered by the manufacturer on a mini or mid-sized pickup. As of now, the legal maximum length is 57.5”. If a manufacturer produces a longer spring than the one that is delivered on your vehicle, you may increase your spring length to the same as that spring as long as they are mounted in the original stock manner (under frame, side of frame) and frame is not modified. Spring may be mounted above or below axle. Rates and capacities of springs open. Two (2) single point or one (3) three-point anti-wrap up bars may be used on the rear differential.

Stock front and rear track width must be retained ±2”. Stock sway bars may be removed.

All suspension components must be retained except for those allowed to be removed above.

Front-wheel travel limited to 12”.

CR10 SHOCK ABSORBERS and BUMP STOPS

Number of shocks and mounting methods are optional. Mounting points may be strengthened and design modified. Shocks may not protrude through the hood.

No remote mounted shocks. Hydraulic bump stops are allowed as long as frame and wheel travel rules are observed. No air shocks

CR11 SECONDARY SUSPENSION

No secondary suspension allowed.

CR12 WHEELS and TIRES

Any manufacturer’s wheels and any manufacturers tires are allowed as long as CR12 guidelines are maintained.

Wheel studs are open.

CR13 FASTENERS

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STEERING AND BRAKE COMPONENTS

CR14 STEERING

Steering box housing must remain stock mini or mid-size truck of the same manufacture as the vehicle and remain original in concept. Internal steering box parts are open. Steering box mounting may be reinforced by adding material but must remain in the stock location.

Steering parts (tie rods, tie rod ends, idler arms, pitman arms, relay rods, columns, u-joints, steering wheel, steering ram and turning arms) may be specially made provided they are in the stock location and operate in the original manner. Are in the stock location and operate in the original manner. Any manufacture steering wheel may be used. Steering wheel position may be changed a maximum of 3" fore or aft.

CR15 BRAKES

Open

ELECTRICAL SYSTEM

CR16 IGNITION

Open

CR17 BATTERIES

Any manufacturer's battery may be used. Position may be relocated.

CR18 LIGHTS

Any manufacturer's lights may be used, but stock headlight openings must be retained.

CR19 STARTERS

Open

FUEL SYSTEM

CR20 FUEL

CR21 FUEL TANKS

Fuel cell location is optional. Fuel cell may be sunk into bed. Rear frame cross-member may be relocated, removed or replaced in order to sink fuel cell.

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 with a maximum of six (6) cylinders, or the engine must be listed by the manufacturer/importing distributor as an option for the particular chassis and body series of the vehicle. Engine predating and updating are permitted within the vehicles chassis and body series if listed as an option by the manufacturer. Engine must be available to the general public in the USA. Maximum engine displacement is 4000cc.

Engine must retain stock block and must be made of the same type of material as that of the block that is delivered by the manufacturer for the particular chassis and body series of the vehicle.

Any stock head may be used provided it is offered by the manufacturer as an option or as a replacement for highway use for the vehicle that it is installed in. Head may be used as long as the following applies:

1. Retains original number of camshafts.
2. It retains same number of valves per cylinder.
3. Has a stock factory part number.
4. Is readily available through the manufacturers dealer network.

No rotary piston engines are permitted in this class.

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

Items with no restrictions include:

A. Strengthening and balancing
B. Valve train and camshaft
C. Pistons
D. Blueprinting
E. Oil and water-cooling systems, but radiator must remain in stock location
F. Air cleaners
G. Fuel pumps
H. Exhaust system

Water and vapour injection not allowed unless originally equipped.

Radiator must remain in stock location and have the same frontal areas as the original stock radiator.

Engine must be located in the stock mounting location as delivered from the manufacturer ±1". This will be measured from the centreline of the front spindle to the back of the block. Height will be measured from frame rail to center of crank.

Engine accessories (power steering pump, alternator, ignition, air cleaner, etc.) are open.

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ENGINE, TRANSMISSION AND DRIVELINES - *continued*

CR24 ENGINE REPLACEMENT

CR25 TRANSMISSION

Any transmission may be used provided it is listed and delivered by the manufacturer of the vehicle in which it is installed.

DIFFERENTIALS

Front differential must retain original stock differential as delivered by the manufacturer. Materials may be added for strengthening purposes only.

Rear axle housing is open, but must remain stock concept. Gear ratios, carriers, axles and floating hubs are optional. Must retain stock track width ±2".

No knock-off hubs are allowed.

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

Any manufacturers seat may be used but must remain in approximate stock location.

GENERAL VEHICLE COMPONENTS

CR37 DRIVERS COMPARTMENT

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

Pedal assemblies are open, but must remain in stock fore and aft locations.

CR38 DOORS AND LATCHES

Doors must operate on stock hinges.

CR39 FIREWALLS

Firewall must remain stock, complete and in original location. The firewall will be that part of the cab that falls between the outside edges of the frame rails.

CR40 BALLAST

CR41 WEIGHT

Vehicle must weigh 3,000lbs minimum.

CR42 FLOORBOARDS

Floorboards on front engine vehicles may be altered to provide routing of exhaust pipes to rear of vehicle.

CR43 BUMPERS AND HAZARDOUS PROTRUSIONS

CR44 MIRRORS

CR45 SKID PLATES

CR46 STORAGE

CR47 FENDERS

Wheel openings in fenders may be enlarged for tire clearance but must maintain their original bodylines. Not more than 3" may be removed.

Fenders may be flared 2" but must meet the approval of SCORE regarding excessive material removal or flare. Front and rear fender inner panels and core support may be modified, replaced, or removed. Fenders must be fastened on. No hinged front ends. Attachment of fenders, inner panels, front grill and radiator to a front hoop is acceptable provided stock external appearance is maintained. Fiberglass front fenders allowed.

CR48 CHASSIS and BODY

Manufacturers specified chassis and body combination must be retained. Bodies may be updated but must remain the same series as the frame

Chassis

Original wheelbase ±2" must be maintained.

Frames may be strengthened by adding material but must retain original stock configuration. No lengthening or narrowing of frame is allowed. No removal of material is allowed. Bump stops may be sunk into frame rail up to one inch-deep, as long as vertical face of frame rails remains untouched. Bump stops may be sunk into frame rail up to one-inch deep as long as vertical face of frame rail remains untouched. Body must maintain the original shape, size, configuration and appearance. Additional mounts or parts for body strengthening may be added.

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Chassis - *continued*

Mounting location (vertical, horizontal, lateral) in relation to frame and mounting method on frame must remain original stock. The measurement from the centerline of the front spindle to the back of the B-pillar post must remain stock ±1". Internal body structural members must remain intact. Holes may be drilled or cut for clearance of roll bars, supports, shocks, etc.

Hoods, trunk lids, doors, fenders and bedsides are required to be in original stock locations. Hoods and front fenders may be made of fiberglass. Pickup bed floor and inner fender wells may be removed. Rear fenders may be made of any material. Tailgates and pickup bed front panels are optional. Stock grill assemblies are required.

Safety glass windshields, side and rear glass are optional.

CR49 HOSES

CR50 IDENTIFICATION MARKINGS

CR51 ADVERTISING ON VEHICLES

CR52 RADIO EQUIPMENT

CR53 WORKMANSHIP

CR54 TRACKING DEVICE

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