Stock Full

STOCK PRODUCTION – Full-Size Utility Vehicle

DEFINITION

Vehicles built from a full-sized two or four-wheel drive utility or SUV. 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 full-size.

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

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 will remain in the original stock locations and original stock mounting methods maintained. All components will be original manufacturer's design and must be stock as delivered from the manufacture.

A-arms, I-beams and front axles must remain stock as delivered on the chassis to which it is mounted. Suspension parts must remain stock shape, size and configuration as delivered from the manufacturer. Stock pivot points must be retained. Front and rear springs must remain in stock locations and retain original stock concept (leaf, coil, torsion). Rates and capacities of springs are open.

Wheel openings in fenders may be enlarged for tire clearance by a maximum of 2".

Body lift kits are allowed up to a maximum of 3". Riser blocks may be used only on the rear of the vehicle and must be made of a solid material that will not crumble.

CR10 SHOCK ABSORBERS and BUMP STOPS

Two shocks per wheel, maximum.

Shock location optional.

No remote mounted shocks.

No air shocks.

CR11 SECONDARY SUSPENSION

No secondary suspension allowed.

CR12 WHEELS and TIRES

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

CR13 FASTENERS

STEERING AND BRAKE COMPONENTS

CR14 STEERING

Steering box must remain stock as delivered from the manufacturer. Steering box mounting may be reinforced by adding material but remain in the stock location.

Steering parts (tie rods, tie rod ends, idler arms, pitman arms, relay rods and turning arms) must remain stock as delivered from the manufacturer.

Any manufacturer's steering wheel may be used.

CR15 BRAKES

Turning or steering brakes are not allowed.

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Stock Full - *continued*

ELECTRICAL SYSTEM

CR16 IGNITION

Ignition system must remain stock as delivered from the manufacturer. Aftermarket spark plugs and wires are allowed.

CR17 BATTERIES

Any manufacturer's battery may be used. Position may be relocated. If battery is mounted in the stock location, additional reinforcement is recommended.

CR18 LIGHTS

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

Rear collision lights are mandatory.

CR19 STARTERS

FUEL SYSTEM

CR20 FUEL

Available racing gas or pump gas may be used.

CR21 FUEL TANKS

Safety fuel cells are required.

Fuel cell location is optional. Fuel cell may be sunk into bed and rear frame cross-member may be relocated, removed or replaced in order to sink fuel cell. Only a minimum amount of material may be removed to sink fuel cells.

CR22 FUEL FILLERS LINES, VENTS, and CAPS

ENGINE, TRANSMISSION AND DRIVELINES

CR23 ENGINE and ENGINE DISPLACEMENT

Any engine may be used provided it is listed and delivered by the manufacturer. Stock block and heads as delivered must be used but may be modified. All internal parts are open. Engine must be located in the stock mounting location as delivered from the manufacturer.

Any make and type of exhaust may be used.

Smog equipment may be removed.

Any make of automotive carburettor may be used but it is restricted to one (1), four (4) barrel. Stock factory fuel injection may be used.

Any make of automotive intake manifolds and air cleaners may be used. Cutting of the hood for clearance of air cleaner is not permitted.

CR24 ENGINE REPLACEMENT

CR25 TRANSMISSION

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

DIFFERENTIALS

Front and rear differential must remain stock as delivered from the manufacturer with the exception of gear ratios and carriers. Four-wheel drive must be able to move under its own power with rear drive line removed. Materials may be added for strengthening purposes only.

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

This class restricted to normally aspirated.

VEHICLE SAFETY EQUIPMENT

CR33 ROLL CAGES

CR34 SAFETY HARNESS

CR35 SAFETY NETS

CR36 SEATING

GENERAL VEHICLE COMPONENTS

CR37 DRIVERS COMPARTMENT

Dash must remain stock except for removal of items that may come off during competition, i.e. ashtray, glove box etc.

Aftermarket gauges are allowed in any location.

Air conditioning and heating units may be removed.

Upholstered panels, headliners, visors, carpeting and rear seats may be removed.

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CR38 DOORS AND LATCHES

Doors must remain stock as delivered from the manufacturer and operate on stock hinges. Secondary door latches are required.

CR39 FIREWALLS

CR40 BALLAST

CR41 WEIGHT

Vehicle must weigh the stock delivery weight minimum.

CR42 FLOORBOARDS

CR43 BUMPERS AND HAZARDOUS PROTRUSIONS

Stock bumpers are required.

CR44 MIRRORS

CR45 SKID PLATES

CR46 STORAGE

CR47 FENDERS

All fenders must remain stock as delivered by the manufacturer. Wheel openings in fenders may be enlarged for tire clearance by a maximum of 2".

Front inner fender panels can be modified to a minimum to allow for front-shock installation.

Aftermarket fender flares are allowed.

CR48 CHASSIS and BODY

Manufacturers specified year chassis and body combination must be retained.

Chassis

Original wheelbase must be maintained.

Frames must retain original stock configuration. No lengthening or narrowing of frame is allowed. No removal of material is allowed.

Body

Body must maintain the original shape, size, configuration and appearance. Additional mounts or parts for body strengthening may be added. Mounting location (vertical, horizontal, lateral) in relation to frame and mounting method on frame must remain original stock. The measurement from the center line of the front spindle to the back of the B-pillar post must remain stock.

Internal body structural members must remain intact. Holes may be drilled or cut for clearance of roll bars. Pickup bed floors must remain intact except for removal of material for sinking fuel cells.

Hoods, trunk lids, doors and bedsides must remain stock as delivered by the manufacturer. Tailgates 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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