

Modified Sports 3.1© (MP 3.1©)

MODIFIED PRODUCTION - Mini Utility
Maximum wheelbase 3.1 Meters
Maximum of eight (8) cylinders Naturally Aspirated
Maximum of six (6) cylinders 3.5L Turbo
Maximum 5.0L Displacement

DEFINITION

Vehicles built from a 2 or 4-wheel drive mini or mid-sized sport utility vehicle. Vehicle must have been series produced in quantities of at least 5000 units within a 12-month period and be readily available to the general public in the U.S.A. Vehicle must be marketed as mini or mid-sized sport utility vehicle.

COMPETITION REGULATIONS

Manufacturer's body, engine, transmission, differentials, and chassis combinations must be retained. **This class is a modified 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 front of this book. 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. Upright 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.

Aarms, lbeams, 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. 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 leaf springs may be lengthened 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 antiwrap up bars may be used on the rear differential. Stock front and rear track width must be retained ± 50.8 mm. 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 305mm.

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 manufacturer tires are allowed as long as CR12 guidelines are maintained.

CR13 FASTENERS

STEERING AND BRAKE COMPONENTS

CR14 STEERING

Steering box housing must remain stock and be 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 rods 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.

Any manufacture steering wheel may be used. Steering wheel position may be changed a maximum of 76mm fore or aft.

CR15 BRAKES

Open

ELECTRICAL SYSTEM

CR16 IGNITION

Open

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 FILLER LINES, VENTS, and CAPS**ENGINE, TRANSMISSIONS and DRIVELINES****CR23 ENGINE and ENGINE DISPLACEMENT**

Any engine may be used provided it is listed and delivered by the manufacturer and has a maximum engine displacement of 3500cc and not more than six (6) cylinders with stock turbo. Maximum 5000cc eight (8) cylinders naturally aspirated. 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 carburetor(s) or stock factory fuel injection may be used maintaining a combined total of not more than one venturi per cylinder. Any make of automotive intake manifolds and air cleaners may be used. Cutting of the hood for clearance of air cleaners is not permitted.

If SCORE at anytime during the racing season determines that any particular brand or make of engine has an advantage, we may equalize that engine either by a reduction in cc's or the use of a restrictor. These changes may be required during the racing season.

CR24 ENGINE REPLACEMENT**CR25 TRANSMISSION**

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

Differential

Front differential must remain stock as delivered from the manufacturer with the exception of gear ratios and carriers. Materials may be added for strengthening purposes only.
Rear differential is open.
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

Open

CR34 SAFETY HARNESS

CR35 SAFETY NETS

CR36 SEATING

Any manufacturers seat may be used but must remain in approximate stock location. Additional bracing of seats is mandatory.

GENERAL VEHICLE COMPONENTS

CR37 DRIVER'S COMPARTMENT

Open

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

Wheel openings in fenders may be enlarged for tire clearance but must maintain their original bodylines. Not more than 76mm may be removed.

Fenders may be flared 50.8mm 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 that stock external appearance is maintained. Fiberglass front fenders allowed.

CR48 CHASSIS and BODIES

Manufacturers specified year chassis and body combination must be retained.

Chassis

Original wheelbase ± 50.8 mm 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.

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 centerline of the front spindle to the back of the Bpillar 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.

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 TICKET RECEPTACLES

