#600 TO #699 SPORTSMAN CLASSIX TECHNICAL SPECIFICATIONS

DEFINITION

●Classix is a two wheel drive passenger cars and sport utility vehicles (SUV) using only two wheel drive, produced in quantities of at least 5,000 vehicles per year and available for sale in the United States within a few years of their production. If a vehicle is questionable, the driver must provide a title or owner's manual.

●Technical specifications for this class supersedes CCR

The Classix class is further divided into three subgroups for the purpose of competitive equality:
Traditional Cars | Full Size Sport Utilities | Lightweight Sport Utilities
Vehicles such as an El Camino will be considered a car

CHASSIS

●Strengthening the chassis and frame by adding material is acceptable; however no original frame member or any other piece of the frame may be removed

●Minor cutting and grinding on the chassis to allow for the addition of heavier and stronger supports or suspension travel clearance is allowed

●Stock wheel base measurement must be retained (+) or (-) 2"

●SUV Maximum wheelbase is 110 inches

SUSPENSION -GENERAL

●Original concept of suspension and springs such as the A arm, leaf springs and I beam, etc. must be used

●Vehicle must maintain set ride height with shocks and/or secondary suspension removed

●Torsion bar suspensions are not allowed

SUSPENSION – CARS / SUV

●Spindles may be modified or aftermarket but must be at least as heavy as the original equipment

●Travel limits may be modified up to a maximum of 12" front and 15" rear

●Strengthening by plating and/or gusseting stock components

●Spring rate and/or capacity changes

●Shock combinations and configurations are unlimited

●Suspension parts may be moved up to a maximum of ±1.0" from the original location on the frame

●Cars with trailing arm rear end may fabricate trailing arms up to a max of 22" from pivot point to pivot point

●Coil-over shocks may be used in place of factory struts

●Custom fabricated components to lighten un-sprung weight of vehicle is not allowed

●Longer springs are allowed only if they attach to stock frame location

●Lower front arms must be stock size and design using the stock mounts for the frame being used | Reinforcing is allowed | Truck lower arms on car frames are not allowed

●Any upper control arm is allowed | Mount location is open | Heim ends may be used

●I-beam vehicles must use stock length arms and mounts must be in stock location | Radius arms must be ½ ton only

●For SUV and Large SUV, Changing front suspension to that of another vehicle of same manufacturer/make and in same model year is allowed. Example: Ford truck front frame and I-beam may be put on a Bronco.

STEERING

●The steering must have stock location of all parts and components ± 3.0". If after-market or custom components are used, such as steering quickeners, they must be stronger and safer than the stock steering system.

BRAKES

●Any manufactured or re-manufactured brakes are allowed so long as all 4wheels lock up

●Steering brakes are not allowed

WEIGHT
●All cars must weigh a minimum of 3800 lbs
●All SUVs must weigh 4000 lbs

BODY
●The original shape, size and appearance (with minimum damage) of the body are required. Stock mounting and original body location in respect to the wheelbase must be maintained within ± 1.0". Bodies may be updated but must remain the same manufacturer as the engine. Bodies may be steel, aluminum or fiberglass but must retain the original design.
●Full & Light SUVs; If a truck is built to mimic another vehicle such as a Bronco or Blazer, the body must represent the SUV it is portraying i.e. the box will be shorter and will attach seamlessly to the cab and the wheelbase must match the SUV's. SUVs do not have to keep removable fiberglass or canvas tops.
●Outer fenders, hood, deck lid and door skins may be replaced with fiberglass provided the original shape is maintained
●Up to 4" of fender well opening may be removed and the fenders may be flared out an additional 3" to allow for tire clearance

ENGINE
●Motor must be in stock location for the motor and frame being used. A V8 cannot be mounted using the V6 mounts if different from the V8 mounts
●The engine may be a maximum 460 c.i.d. or less by the same manufacturer as the vehicle
●Internal engine modifications are permitted
●Stroke and bore and piston changes are allowed
●Camshaft and valve train modifications are allowed
●Balancing, strengthening, and blueprinting is allowed
●Moving the engine back, down or in any direction from stock is not allowed
●Dry sump oil systems are not allowed

CARBURETOR
●Carburetor and fuel pump upgrades are allowed
●Air intake filters are unrestricted
●Intake systems are unrestricted
●Water and vapor injection systems are not allowed
●Fuel injection systems, except stock systems as provided on that specific model and year are not allowed

HEADERS
●Exhaust systems are unrestricted

MUFFLERS
●As specified in Combined Class Rules (CCR)

IGNITION SYSTEMS
●Distributor-less ignitions are allowed but must be completely stock

ENGINE COOLING
●Oil and water-cooling system upgrades are allowed

DRIVE TRAIN

●Rear axle assembly: gear ratios, carriers, axles and floating hubs may be used/modified.
●Any axel including aftermarket floating axel assembly is allowed.
●No quick change gears
●Ford 9 inch rear end and disc brakes are allowed

TRANSMISSION

●Transmission must be a unit offered by the vehicle manufacturer
●Gear sets and clutch may be modified

TIRES

●The tires must be D.O.T. approved pneumatic as long as wheels and tires do not extend beyond lines as viewed from above.

WHEELS

●Wheels must be 16” rim size or smaller
●Bead locks are allowed

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