



BULLETIN: 3-AS-15
DATE: March 8th , 2015
FROM: Barry Greenaway, Autoslalom Director
TO: All AS License Holders and Officials
SUBJECT: Vintage Car Allowances
CASC - OR AUTOSLALOM REGULATIONS 2015

Vintage Car Allowances for Street Category:

Applies to:

ONLY models available in 1968 or earlier.

RATIONALE

The intent of this allowance is to permit classic cars a means to compete fairly in the CASC-OR regional championship and increase participation of classic cars in our region. Exploitation of these allowances to prepare a car which clearly exceeds the performance possibility of the class will result the car being bumped to a higher class.

ALLOWABLE CAMBER/CASTER ADJUSTMENTS:

The intent of the below allowance is to open up the Street Touring alignment adjustments to Street/Stock classic cars originally designed for period bias-ply tires.

CAMBER:

Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, OR upper OR lower offset bushings, OR use of camber bolts in place of standard bolts, but no combination thereof. For offset bushings, any material may be used except metal. The metal content of a bushing must not be more than stock.

Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.

2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms (for some cars, called track control arms) may be modified/replaced OR other

methods of camber adjustment as may be used, as follows but not both:

Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is not allowed.

The replacement arms or mounts must attach to the original standard mounting points. The track control arm end attached to the cross member may use a spherical bearing (rod end) as the means of length adjustment for camber. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

The strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.

Caster may be adjusted by modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1.0" (25.4 mm) of the original location.

For arm-and-strut suspensions, caster changes resulting from the use of camber plates are permitted.

WHEEL & TIRE ALLOWANCES (STREET CATEGORY ONLY)

In addition to the +/- 1" diameter rule, classic cars are permitted to use either 14" or stock size as their starting diameter (in recognition of the fact that EHP tires are not available in less than 14" sizes)

Up to 6" wide (or stock width) wheels are permitted. Wheel offset is open.

Inner fender lip rolls and adjustment of fender liners are permitted. The outer profile of

fenders must remain OE.

Cars that cannot fit the smallest available EHP (currently the 185/60R14 Dunlop Direzza ZII Star Spec) within the above allowances may use a 13" Toyo R888 or RA1 to substitute. Burden of proof that the 14" EHP street option cannot fit remains with the competitor. Competitors are encouraged to plan their tire purchases in advance. Seasonal sell outs of a fitting EHP tire will not grant exceptions.

STRUT / SHOCK TOWER BRACES

2 point front and rear strut/shock tower braces are permitted.

BRAKES

Brake configuration must remain as standard (ie front disc brakes and rear drums or rear discs) except for vehicles originally equipped with front drum brakes which can be converted to disc brakes.

Front brake rotors can be changed to those of equal or greater dimensions (diameter and thickness). Cars originally equipped with front solid rotors can utilize vented rotors.

Front brake calipers and mounting brackets can be changed provided the replacements bolt directly to the standard location. The number of pistons in the calipers can be equal or greater to the originals. Modifications to or deletions of the dust shields to accommodate these changes are permitted.

The rear brake system cannot be altered other than using the Street Class allowance of pad/lining material changes.

Substitution of DOT approved flexible brake lines are allowed.

CLASSING

Cars not explicitly classed in the rulebook will be assigned classes using the following means in order of precedence:

1. Using the NOC catchalls published.
2. Submission to the director if no catchall is applicable.