



2019 F-4 Claimers Technical Rules

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All American Speedway reserves the right to alter or amend these rules and regulations in the interest of safety, cost control and/or fair competition. Any changes will be posted as an "addendum" to the rules.

It is the responsibility of each competitor to read and understand the contents of this rule book. In the event of a disagreement or dispute regarding the interpretation or application of the rules written herein, the decision of the speedway manager shall prevail.

If this rule book does not specifically state that you can alter, change or otherwise modify something on your car, it will be considered a violation of these rules. Illegal components may be confiscated by All American Speedway and become property of the speedway.

All deficient safety issues must be corrected before the car is allowed to compete. All non-safety rules infractions will be addressed by the All American Speedway technical staff and, if deemed to have a performance advantage, may require the competitor to repair before being allowed to compete or if deemed acceptable may require a weight penalty be added for that nights event and the repair to be made before the next event can be participated in.

This division is intended as a true economy entry level starter division. The intent is of this division is truly for fun and entertainment.

Break out rule A "break out" rule has been established for this division based on lap times. A minimum lap time of **16.50** seconds has been established for the F-4 division. Any car that turns a "break out" lap faster than 16.50 seconds while competing in a heat race or main event will be subject to a **pass and go** penalty. Break out cars will be notified over the Race-receiver and with a break out flag. Break out cars must safely decelerate, pull up to the high groove until passed by at least 1 other competing car before they can resume racing and having laps scored. Any car that has 3 break out laps in the main event will be black flagged from that event. Any qualifying laps under the break out time will not count. Cars that break out in both laps of qualifying will start in the rear of the field for the main event. All American Speedway reserves the right to adjust the break out time as deemed necessary.

0.0 Driver/Passenger Eligibility

0.1 Drivers or passengers in this division must be at least 14 years old. A NASCAR DIV. IV license is required for this division. All drivers, passengers, owners and crew members must hold a current NASCAR member license in good standing.

0.2 Any driver competing for rookie of the year points or who has competed in fewer than 6



races must display an obvious yellow stripe on the rear bumper of his or her vehicle while competing.

0.3 Co-Drivers and Passengers. Any F-4 Claimer racing with a passenger will display a bright orange ribbon or flag at least 12" long affixed to the left rear bumper for safety identification.

0.4 At the time of pit registration an F-4 Claimer Driver will be responsible for informing pit gate personnel of the identity of their passenger. Likewise, at the time of registration, the passenger is required to inform the pit gate personnel of his or her intent to participate as a passenger and register as such.

Both the driver and passenger are responsible for knowing and obeying the rules, regulations, and policies of All American Speedway. Failure of either the driver or the passenger to abide by the AAS rules and regulations regarding passenger safety, equipment, and/or identification shall result in a combination of disqualification, fine, loss of points, loss of money, or suspension that will apply to the driver.

0.5 Team Driving Team driving is allowed and may be used as to accumulate points for the registered team. Only 1 payout and one set of trophies will be awarded based on this system. Each team must choose and register one primary driver by NASCAR license number who will be assigned to the car for the whole season regardless of who drives the car. All records, announcements, scoring, points, payouts, penalties, fines, and special awards will be made to that primary driver's name and NASCAR registration number. Any driver who competes without a NASCAR license will not be awarded points. Prize earnings will only be reported to the primary driver's tax ID or social security number for tax purposes. Up to 3 people may be registered as team drivers. Each must have a NASCAR license to qualify for points.

1.0 Competing models

1.1 Open to any front engine 2007 or older, front wheel drive only American or Foreign made 4-cylinder passenger cars with a maximum wheel base of 105". No convertibles, T-tops, or Targa-tops. No trucks, vans or SUVs. No rotary, turbo or supercharged cars, Sunroof cars must have a steel sheet metal panel installed to cover the hole in the roof.

1.2 All vehicle dimensions and appearance must remain unaltered and completely stock for year, make, and model used per manufacturer's published specifications. No alterations or customizing allowed. If the vehicle did not come with it from the factory than it is not allowed.

Exception. Driver/passenger window openings may be enlarged for easier /safer exit as needed. Must meet AAS technical staff approval.

1.3 This division will have a claim rule in effect on the whole car. This is in place to equalize the completion and promote new participants. Any car competing in an event can be claimed by anyone attending that night's event at the end of the night. Anyone with a paid admission to the pits or the grandstand may claim a competing car for \$1750.00 cash. Anyone wishing to claim a car must present an envelope with \$1750.00 cash and a letter of intent as to which car is being claimed. The claiming party must submit his or her claim to a designated All American Speedway official within 5 minutes of the conclusion of that night's main event for this division. The owner/driver of the car being claimed will have 45 minutes from the notification of claim to remove the driver and passenger seats, seat belts, fuel cell and fire suppression system. No other components may be removed from the vehicle. The claimer and claimer may wish to negotiate an additional price that includes seats, seat belts, fuel cell etc.

1.4 If there are multiple claims on the same car, each claimant shall have one silent bid increase over the \$1750.00. The claimant with the highest bid wins the right to claim the car. Only \$1750.00 will go to the driver being claimed. The additional claim money over \$1750.00 goes into the F-4 division points fund.

1.5 Refusal of a claim or hostility towards the claiming party will result in a 5 race suspension



and a \$500.00 fine to be paid before the suspension is lifted. The second refusal in a season will result in a \$1000 fine and a 10 race suspension. Any attempt to damage or disable the vehicle before it is turned over to the new owner will be subject to a fine and suspension as well. All suspensions and fines will carry over into the next season. All cars claimed must be removed from the AAS property by night's end.

1.6 In the interest of maintaining fair competition, AAS speedway staff may also claim a car, in the manner described above.

2.0 General Body Rules

2.1 All vehicle bodies must remain unaltered and stock appearing.

2.2 Stock OEM front and rear bumper covers must be used. A tube steel (round or square tubing) bumper may be used in place of the stock plastic or Styrofoam inner bumper. Tube bumper must be under stock bumper cover.

2.3 All interior, stock seats, carpet, door panels headliner and any other flammable materials must be removed. All chrome trim, headlights and tail lights must be removed.

2.4 All doors must be welded or bolted shut in such a manner as to prevent opening in an impact. Must meet AAS tech staff approval.

2.5 All interior and inner structure sheet metal must be in place. No gutting or removal is allowed. Driver's compartment must be completely sealed from engine compartment and fuel tank area. All holes created by removal of heater/air conditioning components etc. must be patched with aluminum or steel sheet.

2.6 Fender wells may be cut for tire clearance only. No excessive flaring of fenders allowed.

2.7 All glass must be removed. Front windshields must be replaced with 1/8" (lexan) polycarbonate (not Plexiglas). Must be full size and cover the stock windshield opening completely. Must be riveted or bolted around the entire perimeter. Must have 3 steel vertical straps (1" x 1/8") in the inside center portion of the windshield.

3.0 Appearance

3.1 Race cars must be maintained in a reasonably attractive and professional manner. All American Speedway reserves the right to require repair of badly damaged body panels for either safety or cosmetic reasons. All race vehicles must run a hood at all times. **Exception.** A vehicle that is damaged during an event may remove damaged body parts for safety and continue to compete in that night's event.

3.2 Car numbers shall be non-reflective, high contrast, easily distinguishable decals or painted. A minimum 18 inch high. Placement shall be on each door and on the roof easily readable from the grandstand and scoring tower. All American Speedway reserves the right to determine legibility of car numbers and may require competitors to replace or repair numbers to make them more recognizable.

3.3 All American Speedway reserves the right to approve all commercial or editorial messages placed on competing cars. Cars with unapproved or inappropriate messages will not be allowed to compete if the competitor refuses to comply.

4.0 Weight

4.1 There is no maximum or minimum weight requirement in this class. Any added weight must be steel or lead blocks and bolted securely with at least (2) 1/2" bolts. Must be painted white with car number displayed.

4.2 At the discretion of the AAS DOC, any vehicle that appears to have a distinct performance advantage may be required to add additional weight in 20lb. increments.

5.0 Suspension and Steering



5.1 All suspension and steering components must remain stock OEM and unaltered for year make and model of car being used. Front or rear R and L camber may be adjusted to a maximum of 2 deg. neg/pos. No cutting welding or relocating of upper strut towers for camber, No cutting welding or bending of suspension parts or strut tubes for camber.

5.2 Must use stock OEM style springs. No coil over springs allowed. All springs must mount in the stock location. Spring rubbers are allowed. No bump stops allowed.

5.3 Must use stock OEM or direct replacement shocks and struts. No high performance shocks or struts allowed. Shocks and struts must mount in the stock OEM location. No upper strut tower stiffeners allowed.

6.0 Brakes

6.1 Must have working brakes on all 4 wheels. Must have stock OEM brakes and rotors only. No aftermarket or drilled rotors. Manual parking brake may be disabled but is recommended for cool "Smokey and the Bandit" type maneuvers.

7.0 Roll Cage

7.1 A minimum 6 point roll cage is required. Must be at least 1 1/2" .095 round mild steel tubing. A main cage hoop the width and height of the interior of the car is required. Must have a roof halo that extends from the main hoop to the front of the roof at the windshield. Must have 2 front upright legs to support the front of the halo. 2 horizontal spreader bars are required, 1 between the front uprights at dash level and 1 in the rear hoop just below shoulder level. 2 rear diagonal down bars running from the top of the main hoop down to the rear floor area are required. All points where the roll cage meet the floor pan a minimum 4"x4" 3/16 plate must be welded or bolted to the floor. If it is bolted to the floor and additional 4"x4" 3/16" plate is required on the bottom side to sandwich the floorboard. A minimum of 4 1/2" bolts must be used at each leg. A minimum of 3 door bars on each side of the cage are required. Door bars may be in an "X" pattern with the third bar being a top horizontal bar or 3 horizontal door bars, evenly spaced top to bottom, with 2 spreaders between each bar. No roll cage bars or bracing may extend past the front or rear firewalls. No bracing of any strut or shock towers. All welds must be 360 deg around all tubes and must be of professional quality. AAS reserves the right to require any unsatisfactory welds or construction to be repaired.

7.2 All roll bars should be padded at the point of possible contact with passenger or driver.

8.0 Engine and Transmission

8.1 Engine and transmission must be OEM stock for make of car being run. Honda/Honda, Toyota/Toyota, Chevy/Chevy etc. No rotary, turbo charged or super charged engines. (even if it was stock). Must be mounted in stock location using stock motor mounts. No fabricated engine mounts. No aftermarket or high performance engine pieces allowed.

8.2 Must run stock OEM ignition system. No programmers or performance chips allowed.

8.3 Transmission may be manual or automatic. Must be unaltered. No lock up converters or differentials.

9.0 Exhaust

9.1 Must run stock OEM exhaust. **NO** high performance headers allowed. OEM or OEM style replacement headers are allowed. Must run a single muffler sufficient enough to meet all sound requirements of the speedway. The catalytic converter must be removed.

9.2 All vehicles in this division competing, practicing or testing at All American Speedway are required to comply with the mandated maximum sound output restriction. All individual vehicles are required meet a maximum decibel output of **90 DBA** or less as measured from



the viewing pad area above turn four. No exceptions.

10.0 Fuel and Fuel System

10.1 Only unleaded pump gas may be used. No E-85, methanol or alcohol. No performance enhancing additives will be allowed.

10.2 Must run stock fuel system for car being used. A 1/8" steel or 1/4" aluminum plate covering the rear of the fuel tank is required for additional protection. A complete sealed fire wall must exist between the driver's compartment and the fuel tank if it is in the trunk area. Must meet AAS technical staff approval. An after-market made for racing fuel cell may be used. Must have an approved roll over vent and be securely fastened by at least 2 steel 1"x 1/8" steel straps.

11.0 Cooling and Electrical

11.1 A single automotive battery must be relocated either behind the driver or passenger or in the trunk. Battery must be in a poly leak proof box and be securely mounted using steel or aluminum straps. No nylon type hold down straps will be allowed.

11.2 All cars must be self-starting

11.3 A stock or aluminum radiator is allowed but must mount in the stock location in front of the engine.

11.4 Antifreeze shall not be allowed. Competitors found to be using antifreeze are subject to a \$100 dollar fine. Water Wetter, Pro Blend 40 below or other similar cooling system additives are allowed.

12.0 Wheels and Tires

12.1 All cars **must** run the AAS track approved American Racer 23x7x13, 23x7x14 or the 24x7x15 grooved asphalt race tires. Must be purchased from the AAS approved vendor. Any 13", 14", or 15" wheel is allowed. Must be a max 7" wide, stock OEM aluminum or steel or steel racing wheels such as Bassett/Aero. Must be standard offset wheels. No high positive offset wheels. Wheels and tires must not stick out more than 1" outside of the fenders. No altering or soaking of tires will be permitted.

Racing tires and wheels are not required to be included in the car claim. The claimed driver must supply inflated roll-able stock tires and wheels for replacements.

13.0 Safety Requirements

13.1 Aluminum made for racing seats will be required for the driver and passenger. The seats must be securely mounted to the rear hoop of the roll cage and a steel bottom frame welded or bolted to the floor. Seats shall be bolted to the mounts with minimum 3/8" grade 8 bolts and large washers to prevent pull through.

13.2 Racing seat belts and harness are required for both driver and passenger. Older or out of date seat belts may be used but must pass visual inspection by AAS tech officials. A minimum 3" wide strap 5 point harness with individual double shoulder belts or "y" type shall be required. Seat belts should include an anti-sub belt to prevent the racer from sliding forward under the lap belts. Seat belts will be securely fastened to the main roll cage with welded tabs and minimum 1/2" bolts. Seat belts bolted directly to the floor pan will be required to have a 3/16" steel reinforcing plate welded to that mounting point. Shoulder belts should be anchored 6" below the shoulder by either bolting or securing around the spreader bar with the proper hardware.

13.3 Ribbon style window nets are required on the driver's side (and passenger side if applicable) mounted securely to the top of the door with a release mount at the top that is easily accessible to track safety crew.



13.4 Snell approved SA2005 or newer full face racing helmet is required for driver and passenger. Motorcycle or sport helmets will not be allowed.

13.5 A head restraint or neck collar is recommended to be worn at all times. A Hahns, Hutchins, Zamp or other SFI approved head and neck restraint is strongly recommended.

13.6 SFI certified racing suits are required for all drivers and passengers at all times while on the track. Driver's suits with large holes or tears will be required to be replaced. SFI rated gloves, shoes, and long underwear are highly recommended.

13.7 An automatic trigger or on board fire suppression system is highly recommended.

13.8 Transponders are required and must be mounted (130") back from the forward most point on the car. Must be aimed at the ground, and no higher than 24" off the ground. Transponders will be available to rent from AAS.

13.8 Receiver radios will be mandatory No other 2-way radios or other driver/crew communication will be permitted.