



318 Weaverville Rd | Asheville, NC 28804  
*WWW.SAPSTour.com*

# **South Atlantic Pro Late Model Series 2025**

## **Competition Vehicle Rules and Competitor Guidelines/Regulations**

### **SERIES DISCLAIMER**

1. Any situation arising that is not specifically addressed in the following rules, guidelines, and regulations, shall be resolved by the SAPS Series Director and Tech Director in a fair Equitable manner and that decision shall be final.
2. All confusion or disagreement developing from the interpretation, enforcement or lack of enforcement of the rules contained herein, shall be resolved by the Series Technical Director and the Series Director. Their decision/action shall be final.
3. With the ever-changing environment of racing, it may be necessary to make changes to the following rules from time to time. New, improved, and exotic components are being produced on a regular basis for the racing community. To maintain a level playing field for all of the SAPS competitors, SAPS officials reserve the right to alter, add to, subtract from, or change in any manner the published rules throughout the 2025 season. Any changes to the rules will be relayed to all competitors via e-mail alerts as well as announcements at the events.
4. Series headquarters is located at 318 Weaverville Rd | Asheville, NC 28804.
5. "SAPS Tour Officials" shall be those persons who are employed, supervised, and compensated by the South Atlantic Pro Series.
6. "Member" shall refer to any and all of those individuals who have signed the Liability Waiver at each Event to enter the "pit/restricted area" at SAPS Tour Events.



7. "Event" shall refer to the SAPS Tour sanctioned Event, including, but not limited to, practice days and/or race days.
8. "Promoter" shall refer to such any individual, owner, president, manager, who represents the track at a SAPS Tour sanctioned Event.
9. "Driver minimum age of 13 years as of April 2025"

### DRIVER AND OWNER CHAMPIONSHIP POINT SYSTEM

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1	50	14	36	27	23
2	48	15	35	28	22
3	47	16	34		
4	46	17	33		
5	45	18	32		
6	44	19	31		
7	43	20	30		
8	42	21	29		
9	41	22	28		
10	40	23	27		
11	39	24	26		
12	38	25	25		
13	37	26	24		

**\*ALL COMPETITORS WHO DNQ FOR EVENT WILL RECEIVE TWO (2) POINTS FOR THEIR ATTEMPT\***

**\*ANY COMPETITOR WITH A DQ WILL RESULT IN LAST PLACE POINTS AND NO PAY\***

### BODY SPECIFICATIONS

1. ONLY full -sized American passenger car bodies capable of meeting ABC Gen 1 and 2 rules and templates will be permitted. **Refer to current ABC Rulebook for all body rules.**
2. Approved body measurements are described and illustrated in APPENDIX A attached at the end of this document. These measurements will be closely monitored by SAPS tech officials with **little to no tolerance.**
3. Front nose valance may only be 3" in height and a maximum of 3/16" in thickness.



4. Valance cannot cover any portion of the grill screen.
5. One (1) naca-duct in either rear quarter window is permitted for helmet blower. All other openings in body/windows are required to be sealed/taped shut.
6. Minimum height of the hood is 20" measured from the bottom leading edge of the nose to the hood seam measured at the center of the body.
7. Duct work between the nose and radiator may not be wider than the radiator and in no case greater than 29" wide.
8. Nose and all body panels must be mounted so as to have a minimum of 4" ground clearance. Frame rails must have a minimum of 4" ground clearance during technical inspection.
9. Rear spoilers must be 60" wide, 6.5" tall and centered on the chassis.
10. The following **will not be permitted**:
  - Extensions to the top of door panels
  - Under car panning outside the frame rails and no further than the drivers' tub.
  - Underbody air deflectors
  - Tape on the body to seal the seams between body panels.
  - Alteration of the grill screen opening—must remain size as manufactured.
11. The interior of the car must be made of either steel or aluminum only.

## CHASSIS | FRAME

1. Main frame and sub-frames:
  - A. Two (2) main frame rails must be constructed of 2" X 3" magnetic steel box tubing with a minimum wall thickness of .083" Main frame rails must be a maximum distance of 53 ¼" and a minimum distance of 50" from each other as measured from the outside edge to outside edge.
  - B. Main frame rails must be parallel to one another.
  - C. Sub-frames (front and rear) must be constructed of a minimum 2" X 2" magnetic steel box tubing with a minimum wall thickness of .065".
  - D. Minimum height of frame with roll cage installed is 39"
  - E. Rear sub-frame rails must be connected by a cross member of the same size tubing at the point of termination.
2. Roll bars/cage:
  - A. The following bars used inside the car for the protection of the driver must be 1 ¾" round steel DOM tubing with a minimum wall thickness of .090"
    1. Main roll bar



2. Main roll bar diagonal bar
3. Roll bar legs
4. Halo bar
5. Dash panel bar
6. Left and right -side door bars
7. Vertical support bars for intrusion plate

B. The following bars may be constructed using round DOM steel tubing with a minimum diameter of 1 ½" and wall thickness of .065"

1. Left side vertical vent window
2. Two (2) rear down support bars

C. Side door intrusion plate/door bars:

1. Left side door bars must be convex in shape outward past the main frame.
2. There must be 3 or 4 (preferably) door bars
3. Top door bar must be a minimum of 18 7/8" from the top of the main frame rail.
4. Left side door bars must be supported by a minimum of six (6) vertical bars equally spaced between each door bar.
5. On a "3 door bar" car, .090" solid steel door plate must be welded to the roll cage.
6. On cars with 4 door bars, the solid steel door plate must be at least .062" (1/16") thick and welded to the roll bars.

D. Driver's foot box:

1. Box must be a minimum of 9" high and 12" long.
2. The plate on the left side of box must be a minimum of .090 thickness and welded in place.
3. The floor of the box must be a minimum of 12 gauge (.100") thick and welded in place.
4. Behind the driver's seat must be plated with a minimum .090 thickness steel plate, at minimum 10" tall by 12" wide, welded into place.

E Fuel cell:

1. Fuel cell secured by 1" X 1" square tubing with a thickness of at least .065" and attached to the frame using .375 bolts



2. Rubber safety bladder must be encased in a steel container made of at least 22-gauge steel.
3. The protection braces for the fuel cell must be made of two (2) 1" X 1" square steel tubing. The braces must have a minimum thickness of .065" and wrap around the fuel cell from the front, underneath, and to the rear of the cell
4. Fuel cell must be located at least 10" from the rear end assembly.
5. A rear protection bar of 1.75 tubing needs to extend ½' inch below the fuel cell and be the width of the fuel cell.
6. Additionally, a 1/8" steel plate must be placed behind the fuel cell as well as in front of the fuel cell (between the fuel cell and the rear end). These two (2) plates must be as high and as wide as fuel cell and welded or securely bolted in place.
7. Fuel cell capacity will be a minimum 14-gallon (US) and a maximum of 22-gallon (US) capacity.
8. Fuel cell must be centered in the chassis.

## **ENGINE**

- A. The following are applicable to ALL engine combinations:
1. Steel blocks ONLY.
  2. Minimum of 10" ground clearance from the center of the crankshaft.
  3. Maximum diameter of the air filter and housing is 16" with a maximum height of 4".
  4. Engines must be within 1" of the centerline of the frame rails
  5. Engine must be mounted so as there is 4" from the center of the #1 spark plug hole to the center of the top ball joint. (Tolerance of 1/4")
  6. All engines must always have "S.E.A.L" or "GM FACTORY" seals at all times.
  7. MAXIMUM compression on ALL ENGINE OPTIONS is 10.0
  8. No heat shields or air deflection devices allowed in the engine compartment.
  9. Crate engines must be rebuilt by an approved "SEAL" builder.
  10. If the Crate engine has been rebuilt to stock specifications, the engine will be assessed an additional 25 pounds of total weight.
  11. Regardless of the engine option, all cars will be limited to a MAXIMUM of 58% of its overall weight on the left side.

## **ENGINE OPTIONS**



**1. Stock Gm #88869602**

- Must have GM factory seals. All seals must be scannable.
- Maximum R.P.M. of 6,500
- May use a MAXIMUM 1" high, aluminum, 4-hole, open or tapered spacer with paper gasket---MAXIMUM thickness of .065."
- Minimum overall with driver-2650#

**2. Stock GM #88958604/ 88869604 (and GM # remove this)**

- Must have GM factory seals. All seals must be scannable.
- Maximum RPM OF 6,500
- Champ oil pan #CP106LTRB
- May use a MAXIMUM 1" high, aluminum, 4-hole, open or tapered spacer with paper gasket---MAXIMUM thickness of .065."
- Minimum overall vehicle weight with driver---2,700 lbs.

**3. GM #88958604/ 88869604 "UPGRADE" (Updates limited to the following)**

- 1.6 rocker arms
- GM cam #24502586
- May use Comp Cam valve springs # 941-16 (inners removed)
- May use a MAXIMUM 1" high, aluminum, 4-hole, open or tapered spacer with paper gasket---MAXIMUM thickness of .065."
- Maximum RPM of 6,500
- Champ oil pan #CP106LTRB
- SCAT Pro Stock connecting rods # ICR5700P (Min weight of 580 grams)
- MAHLE "drop in" pistons #930127800 (Max overbore of .020")
- Minimum overall vehicle weight with driver---2,750 lbs.

**4. Ford #M06007-D347-SR (Blue Oval)**

- 1.5 rocker arms (Crower or Scorpion) with Ford heads  
OR
- 1.65 Jesel rocker with Ford heads
- No spacer allowed.
- Only 1 paper gasket maximum of .065" thickness
- Minimum overall vehicle weight with driver---2,800 lbs.

**NOTE**---The "Blue Oval" engine option can also be used with the following:

- Brodix head kit--- Part #CKST 5.0 PRO
- 1.65 Scorpion rocker arms---Part #3067



- No spacer allowed.
- Only one (1) paper gasket maximum of .065" in thickness
- Minimum overall vehicle weight with driver---2800#

5. **McGunnegill Ford #425LM**

- 1.5 rocker arms
- No spacer allowed.
- One (1) paper gasket with a maximum thickness of .065"
- Minimum overall vehicle weight with driver---2,800 lbs.

**MAXIMUM RPM FOR ALL FORD ENGINE COMBINATIONS IS 6,300**

**\*\*ALL SEAL "BUILDERS" CERTIFIED WITH THE NATIONAL SEAL PROGRAM ARE APPROVED\*\***

## **CARBURETOR**

1. Holley 650 HP 4150-80541 four-barrel is the only approved carburetor.
2. Zinc or cast aluminum is acceptable
3. Alterations of any kind are NOT PERMITTED.
4. Minimum of two (2) return springs is required
5. Polishing, grinding or drilling holes in the body of the carburetor is NOT PERMITTED.

## **DRIVE TRAIN**

1. Clutch:
  - A. Multi-disc clutches are permitted.
  - B. Clutch must be mounted to the flywheel
  - C. Minimum clutch diameter of 5.5"
  - D. No carbon fiber or nonstandard material clutches
2. Transmission:
  - A. Only manual shift transmissions with a minimum of 2 forward gears and a reverse
  - B. No quick- change transmission are permitted
  - C. Final drive gear must be a ratio of 1:00-1 while the (remove this-three) remaining forward gears can NOT have a ratio between 1:00-1 and 1:23-1.
  - D. 2 Speed Transmissions;
 

Winters Aluminum Raptor (Part # 60200) and Magnus/Integrity "Muncie Style" (Part # 13100) transmissions will receive a 25# weight break. These transmissions may not be modified and must have a low gear ratio of 1.35-1.73:1.



\* Any GM 604 engine utilizing a 2 speed transmission may not weigh less than 2700#.

3. Drive shaft:

- A. No carbon fiber drive shafts. Must be aluminum or steel
- B. Must be painted white
- C. Minimum of two (2) safety straps must be installed

4. Rear end:

- A. Must be a "quick change" type rear end. No 9" rear ends.
- B. Must be a "locked" rear end with a minimum 8" ring gear.
- C. No front-loading rear ends.
- D. Rear end assembly must be solidly mounted. No movement in any direction is permitted.
- E. It is strongly recommended that all axles left or right meet the following criteria; A minimum axle diameter of .940" if gun drilled, hole diameter must be 11/16 (.6875) or less.

## **BRAKE SYSTEM**

- 1. Vehicle must have 4-wheel hydraulic brakes
- 2. Steel brake rotors ONLY.
- 3. Brake fluid circulators are permitted. Liquid or gas cooling are NOT permitted.
- 4. Two (2) brake hoses (maximum diameter of 3") permitted to each front brake with a maximum of one (1) blower/fan to each side.
- 5. No fans, ducts, or hoses to the rear brake

## **ELECTRICAL/IGNITION SYSTEM**

- 1. Quick Car wiring harness (Part # 50-2053) is mandatory. Wiring must be sealed, and no wires may be unplugged or spliced.
- 2. Ignition box must be mounted on the top of the right-side dash with dials facing the passenger window.
- 3. The following are the only approved ignition systems:
  - \*\*\* Crane Fast Ignition----Part #6000-6701
  - \*\*\* JMS-Daytona Sensors---Part #6000-6701K
  - \*\*\* MSD----Part # 6430
- 4. No digital ignition boxes.
- 5. SAPS officials reserve the right to exchange the ignition box at any time.





6. Maximum engine RPMs are as follows:
  - \*\*\* 6300 for ALL Ford engines
  - \*\*\* 6500 for ALL GM options.
7. All wires from ignition box to the distributor must be run separately---not in a loom
8. A maximum 16-volt battery is permitted. Battery must be installed outside the driver's compartment. No magnetos.
9. No traction control devices of any kind. The use of any TC device will be punishable by a 1 -year suspension for the owner and driver.

## **FUEL SYSTEM**

1. Electric fuel pumps or any other forced induction system are NOT permitted.
2. Additives such as alcohol, nitromethane, nitrous oxide, and any other oxygenating agents are prohibited. Use of these additives shall be cause for immediate disqualification, suspension, and/or a fine.
3. No icing or cooling of the fuel system.

## **SUSPENSION**

1. Wheelbase
  - A. Minimum of 101". Maximum of 105"
  - B. Difference from left to right may not exceed ½"
2. Maximum tread width is 66"
3. Coil springs and spindles must be made of steel ONLY.
4. Shocks/springs
  - A. One shock per wheel
  - B. One coil spring per wheel-steel ONLY.
  - C. Mechanical shocks only---no electrically controlled suspension components
  - D. All frame mounts for suspension parts must be solid with no ability to move.
  - E. No 5<sup>th</sup> coil or lift bar suspensions are permitted.
  - F. All parts of rear suspension must be a solid one-piece construction with NO moving parts. Heim on one end per suspension component is permitted.
5. 5<sup>th</sup> coil and "lift bar suspension is not permitted.

## **WHEELS/TIRES**

1. Maximum width of wheel---10"



2. No “bleeders” permitted.
3. Use of tire “softening” material is prohibited and grounds for disqualification.
4. Air may not be blown on the tire surface or bead.

## **SAFETY RULES**

1. Race vehicle
  - A. Driver’s seat with an SFI rating of 39.2 is highly recommended. Seats need to be mounted to the frame with at least six (6) 3/8” bolts.
  - B. Seat belts must be SFI certified and be less than 5 years old. A minimum of a double shoulder harness and a crotch strap is required.
  - C. Be equipped with a 10# fully charged fire extinguisher within reach of the driver
  - D. Resilient padding must cover all metal bars in the cockpit that can be contacted by the any part of the driver’s body.
  - E. A window net with an SFI rating of at least 27.1 must be installed in the driver’s window and secured with a quick release latch. Safety net must be rib type construction made from 1” wide material and 1” square openings.
  - F. Must have 1/8” intrusion plates in front of and behind the fuel cell can.
  - G. All cars must have an OBERG, SRI, or similar vacuum style shut off valve installed in the fuel line where it exits the fuel tank.
  - H. All lead weights in the frame must be painted white with the car # written on them.
  - I. Batteries must be securely fastened and NEVER placed in the driver’s compartment.
  - J. A “master” off and on switch must be mounted in the cockpit within the reach of the driver as well as any rescue personnel.
  - K. Fuel line (s) running through the cockpit must be clearly marked “FUEL”.
2. Driver
  - A. Must wear an SFI approved full driving uniform at all times while on the track.
  - B. Uniform to be well-fitting, clean, and free of any rips and/or tears.
  - C. Driver’s helmet must be a 2015 Snell standard or better. Use of a helmet skirt is highly recommended.
  - D. Fire retardant gloves and shoes must be worn at all times the driver is on the track.
  - E. A strap-type head and neck restraint device must be worn by the driver any time while on the track. No “neck collars” will be allowed.
  - F. Driver must ensure that he/she has radio communication with their pit/spotter at all times while on track.

## **SOUTH ATLANTIC PRO SERIES EVENT/RACE PROCEDURES**



## EVENT ORIENTATION MEETING

1. This meeting will be held immediately after the opening of the garage/pits.
2. Drivers, crew chiefs, and spotters must attend
3. Instructions will be given by Series officials as to the day's schedule, specifics of the track, location of the Series vendors and emergency personnel.
4. Drawing to determine order of tire selection/assignment, pre-qualifying tech, and qualifying position.
5. The Race Director will review race procedures and rules.

## PRE-QUALIFYING TECH

1. Race tires will be installed on the car as it approaches the tech inspection area. Prior to this, all race tires will remain in a secured area. Race tires may NEVER be removed from this area. The car must qualify and start the event on the same four (4) tires. Cars shall be presented for inspection in the order as determined by the drawing at the orientation meeting.
2. Cars that successfully pass the inspection shall be pushed to a designated area. These cars are considered "impounded" and NO work may be performed on them with the exception of air pressure monitoring/adjustment and the addition of tape to the grill, in the presence of a SAPS official.
3. Any car that is worked on after passing tech, without permission from SAPS officials, will not be permitted to qualify and will start the event from the rear
3. Cars that DO NOT pass inspection must make the necessary adjustments and return to the REAR of the inspection line.
4. SAPS weighing, measuring, and testing devices are the official tools by which a car will be determined to be compliant with the SAPS rules. No other tools may be used unless approved by SAPS



## QUALIFYING

1. Single car qualifying
2. Each car will be given two timed “green flag” laps. The fastest of the two laps will be the lap of record. If the driver is found in violation of pre-qualifying rules/inspection, as determined by the SAPS officials, the slowest lap will become the lap of record.
3. If two competitors have duplicate fast laps, the competitor with the faster of the other lap will be awarded the starting spot ahead of the other competitor.
4. A driver can qualify only one (1) car per event.
5. When a driver switch is made after a car has qualified for the event, the car must start from the rear of the field.
6. If the qualifying session cannot be completed in ITS’ ENTIRETY, the starting field will be set by 2025 driver’s points. Should qualifying not be completed for the first event of 2025, the starting field will be set by the order in which entries were filed.
7. Any car or driver not ready to qualify at the assigned time shall be a one lap qualifier.
8. Following qualifying, work may be performed on the car ONLY if:
  - A. A tire is flat or damaged.
  - B. Have serious damage which occurred during qualifying
  - C. Have a major mechanical failure
  - D. Car has safety issues that pose a danger to the driver and others.No work may be performed without prior approval from the SAPS Tech Director.
9. Any work on a car after qualifying that does not meet the criteria in #8 shall cause the car to start at the rear of the field

## RACE PROCEDURES

1. SAPS events will consist of seventy-five (75) “green flag” laps.
2. The SAPS Race Director will be the official in control of the event from start to finish. All decisions by the Race Director shall be final and cannot be protested.
3. Every car in the field must have a spotter present in the designated spotters stand. Car will not be able to compete without a spotter present. All spotters must be able to monitor the Race Director in order to relay any directives to their respective drivers.
4. On the initial start, the pole winning driver shall have the choice of starting on the inside or outside lane. All others will start as per their qualifying times.
5. The initial start, as well as all restarts, shall begin with the green flag being displayed.



6. On all restarts with two (2) laps to go before the green flag, competitors will be given the opportunity to “choose” which lane in which they want to start. Once the choice is made, the driver cannot change lanes.
7. A designated “restart zone” will be used at all SAPS events. All starts and restarts will be within the borders of the zone. The pole winner or leader of the race will be the control car and must be the first to “fire” inside the box. The other car occupying the front row must stay alongside the command car from the time the pace car departs until the command car accelerates.
8. All starts and restarts will be double file restarts. Driver cannot change lanes until he/she has passed the finish line on starts and restarts.
9. The line up for restarts will be based on the running order as of the LAST GREEN FLAG LAP. Any car(s) that were the cause of the caution will restart at the rear.
10. When the race is placed under a yellow or red flag, the Race Director, at his/her sole discretion, shall determine what car(s) were INVOLVED in the incident or what car CAUSED the incident. The Race Director will then order those cars to restart at the rear.
11. “Lucky Dog”. In each caution period, the first car one (1) or more laps down will receive the free pass. When instructed to do so, this car may pass the pace car and join the field starting at the end of the longest line. This car MAY make a pit stop during the caution. If the eligible car is in any way part of or solely the cause of the yellow flag that car becomes ineligible for the free pass. In this case, the free pass DOES NOT go to the next eligible car.
12. When the yellow flag is displayed, all cars shall slow down to pace car speed, hold their position, and keep rolling.
15. In the Event the leader takes the white flag the next flag will end the race.
16. When the black flag is displayed, the competitor for whom the flag was intended, must immediately come to pit road for consultation. Any competitor who does not report to pit road after being shown the black flag for three (3) laps shall be disqualified from the event.
17. Pit road will be opened by an announcement from the Race Director. Any car entering pit road before its opening shall be penalized.
18. Under the yellow flag, car(s) rejoining the race from the pit road must wait for the entire field to pass before going onto the racing surface.
19. In addition to the flags, drivers need to be aware of and obey warning track warning lights located around the facility.
20. 1<sup>st</sup> Competition caution will take place on lap 25, in the event a caution comes out 5 laps prior to lap 25, then that will be considered the competition caution. 2<sup>nd</sup> competition caution will be displayed on lap 50 in the event a caution was displayed 5 laps prior to lap 50 then that will be considered the 2<sup>nd</sup> competition caution.



## **PERSONAL CONDUCT VIOLATIONS/PENALTIES**

1. ANY person entering the SAPS garage/pit area shall be bound to adhere to the following rules and regulations.
2. The consumption of any type of alcoholic beverage is strictly prohibited during the event. PENALTY: Immediate removal from facility.
3. The use of any illegal drugs is also strictly prohibited. PENALTY: Individual will be removed from facility and turned over to law enforcement officers.
4. Physical altercation:
  - A. Person(s) who INITIATE the fight. PENALTY: \$500 fine and 1 race suspension
  - B. Other Person(s) who are INVOLVED. PENALTY \$250 and placed on probation.
5. Anyone who uses a weapon of any description in an assault while on speedway property shall be fined \$5,000, suspended for one (1) year. Individual will be turned over to law enforcement officers.
6. Any person who physically assaults an official of the SAPS Series shall pay a fine of \$1,000 and be suspended for a period of one (1) year.
7. Anyone who goes onto the racing surface at any time during the racing event will be fined \$250 and placed on probation for the balance of the year.
8. The forgery of another person's name on the Liability Waiver form will result in the suspension of the individual for an indefinite period.

## **COMPETITION RELATED VIOLATIONS AND PENALTIES.**

1. A car failing post-race inspection shall be disqualified from the event and forfeit any purse money earned. The decision on the car being within conformity of the Series rules shall be made by the SAPS Technical Director and Series Director. Their decision shall be final and cannot be protested.
2. Any owner whose car is found to be equipped with any type of traction control shall be suspended for 5 years.
3. The use of any automated electronic recording devices during practice, qualifying' or the race event is prohibited. PENALTY: \$1,000 fine and 2 race suspension from competition.
4. Failure of any competitor to present his/her car for post-race inspection. PENALTY: disqualification from the event and 2 race suspension.
5. Refusal by a competitor to tear down/remove any component from the car after being asked to do so by a SAPS official. PENALTY: \$1,000 fine and disqualification from the event.
6. Failure of any competitor to relinquish custody of any component/or entire car to SAPS officials for the purpose of further analysis as to the conformity to Series rules.
7. Use of altered fuel will result in a \$500 fine and disqualification from the event.
8. Use of any tire in the race event that was not impounded and designated as a "race" tire. PENALTY: \$500 fine and disqualification from the event.

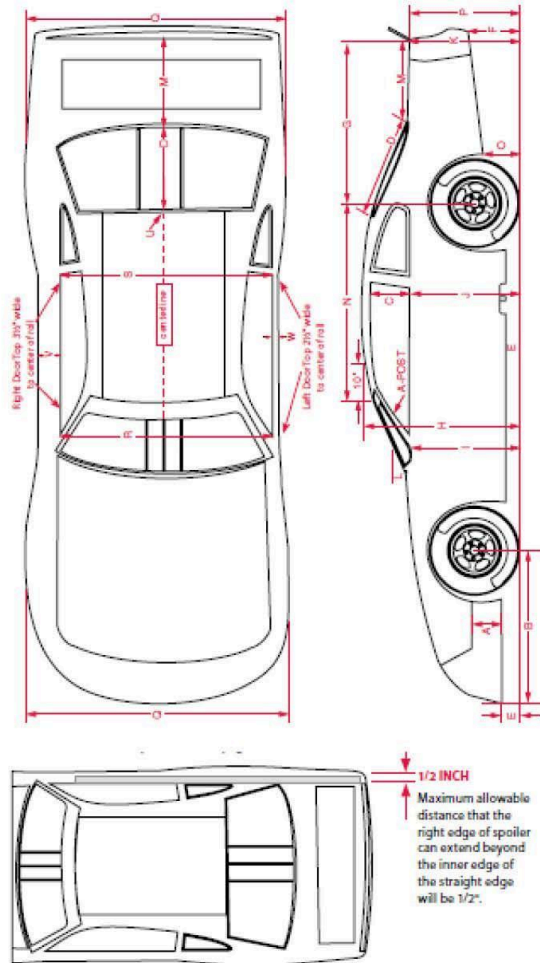


## **“IN-RACE” VIOLATIONS AND PENALTIES**

1. Car to the tail end of the longest line:
  - A. Speeding on pit road under yellow conditions
  - B. Advancing position while entering pits
  - C. Failure to line up in position as instructed by the Race Director. (2 lap warning)
  - D. RECKLESS driving----careless contact with another vehicle causing a caution
2. “Pass through” penalty----under the green flag.
  - A. Speeding on pit road under green flag conditions.
  - B. Failure to obey “stop” sign at pit exit.
3. Lap penalties:
  - A. Passing pace car without authorization-----One (1) lap
  - B. Intentionally causing a caution flag by stopping on the track surface, throwing objects on the track, slowing with a “false” mechanical problem---One (1) lap.
  - C. ROUGH driving (causing another car to impact the wall OR causing a crash of multiple cars-----Two (2) laps.
4. Disqualification:
  - A. Working on car on the racing surface
  - B. Failure to obey the black flag for three (3) laps.
  - C. FLAGRANT irresponsible driving----retaliation toward another competitor.



## APPENDIX A | ABC APPROVED BODY MEASUREMENTS



A	NOSE FLAP HEIGHT: from bottom of nose to top of side flap***	13"
B	FRONT OVERHANG (MAX): on centerline	46"
C	SIDE WINDOW OPENING (MIN): at B-post	15"
D	REAR WINDOW LENGTH: on centerline** Five Star bodies AR bodies	31½" 31¼"
E	NOSE/SIDE PANEL CLEARANCE (MIN): from ground	4"
F	BUMPER COVER HEIGHT (MAX): from ground	15"
G	REAR OVERHANG (MAX): from base of spoiler at centerline to axle centerline	47"
H	ROOF HEIGHT (MIN): 10" back from windshield, on centerline	47"
I	FENDER HEIGHT: at rear	32½"
J	DOOR HEIGHT (MIN): at rear	33"
K	QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/-¼")	34½"
L	WINDSHIELD ANGLE: at center/at roof windshield post	26/30°
M	REAR DECK LENGTH (MAX): at center, from base of spoiler to rear window** Five Star bodies AR bodies	23¼" 23¾"
N	FRONT OF ROOF TO CENTER OF REAR AXLE	57½"
O	QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P	BUMPER COVER HEIGHT: at base of spoiler, on centerline	34¼"
Q	BODY WIDTH (MAX): at wheel wells	79½"
R	DOOR TO DOOR WIDTH (measured through car): at A-posts and inside edges of doors	68"
S	DOOR TO DOOR WIDTH (measured through car): at B-posts and inside edges of doors	67"
U	ROOF HEIGHT, REAR: at centerline	45½"
V	RIGHT DOOR TOP: to center of roll	3½"
W	LEFT DOOR TOP: to center of roll	2½"

\* If Dimensions H, I, J, K or P are higher than the stated dimensions, all five must increase by the same amount.

\*\* Must fit centerline template within allowable tolerance.

\*\*\* 13 inches is the height of the nose flap only. This dimension is not measured from