



Mid-South Outlaw Midget D2 Specifications

I. 2021 Outlaw Midgets Engine Rules and Procedures

- a. All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of four (4) cylinders
- b. Engines must be production engines from a passenger car and reasonably available in the United States.
- c. No purpose built race engines, race engine blocks, race engine cylinder heads or race engine crankshafts are allowed.
- d. All approved engines will be evaluated on an annual basis and may be adjusted for parity

II. The following rules apply to all engines:

- a. No Titanium engine parts with the exception of Valve Spring Retainers
- b. Maximum Displacement – 148.820 CID
- c. Cylinder Head, Engine Block, Cams, and Crankshaft must be from the same OEM Manufacturer
- d. 8,500 RPM Max
 - i. Tachometer must be able to record and hold peak rpm of on track sessions for Tech Inspection ii. Tachometer RPM Data may be cleared or reset when advised to do so by the Tech Director or 45 minutes after previous on track session.
- e. Block
 - i. Material may be removed for fitment in the chassis
 - ii. May be surfaced for head gasket seal. .002" to .003" max
 - 1. Surfacing may not result in significant compression ratio changes
 - iii. Pistons may not be more than the OEM spec proud of the deck
- f. Cylinder Head
 - i. May be modified for fitment in the chassis.
 - ii. May be modified for cooling.
 - iii. May be modified for oiling.
 - iv. May be surfaced for head gasket seal. .002" to .003" max.

1. Surfacing may not result in significant compression ratio changes
- v. MAY NOT alter intake and/or exhaust port
- g. Crankshaft
 - i. Modifications are limited to durability and/or fitment.
- h. Cams
 - i. Any Manufacturer Correct OEM Cams
 1. Ecotec: Max Lift .4700" at the valve @ -0.00- Lash
 2. Honda: Max Lift .4862" at the valve @ -0.00- Lash
 - ii. VVT, VTEC, i-VCT, and other cam timing altering systems may be disabled.
- i. Rocker Arms
 - i. Any OEM Rocker Arm
 - ii. VVT, VTEC, i-VCT, and other cam timing altering systems may be disabled.
- j. Valves
 - i. Intake Valve may be no larger than 36mm
 - ii. Exhaust Valve may be no larger than 31.01mm
- k. Valve springs
 - i. Any aftermarket valve springs are permitted.
- l. Valve spring retainer
 - i. Titanium Valve Springs Retainers Are Permitted
 - ii. The only approved Titanium component
- m. Valve spring keepers
 - i. Any aftermarket valve spring keeper is permitted

n. Pistons

- i. Ecotec: May be replaced with aftermarket pistons
- ii. Honda: May be replaced with aftermarket flattop piston
- iii. 2.0 liters may use any aftermarket piston
- iv. May be coated
- v. MAY NOT be Lightened
- vi. MAY NOT be gas ported

o. Connecting Rods

- i. May be replaced with aftermarket ferrous connecting rods

p. Timing chain / Belt

- i. Open

q. Cam Gears, Sprockets

- i. Open

r. Balance shafts

- i. May be removed

s. Oil System:

- i. Wet Sump or Dry Sump permitted

t. Ignition System

- i. Open

u. Electronics that provide traction control are prohibited.

v. VVT, VTEC, i-VCT, and other cam timing altering systems may be disabled.

III. Engine Approval Process

- a. The Midsouth Outlaw Midget Series welcomes innovative ideas that further inexpensive, performance based competitive racing. With that said, the engine approval process is as follows:
 - i. Engines may be approved on a trial basis at the sole discretion of the Tech Director.
 - ii. All requested technical information must be submitted to the Tech Director prior to trial approval.
 - iii. It is the sole discretion of the Tech Director to consider and approve an engine for competition on a trial basis.
 - iv. If, after the trial period and in the sole judgment of the Tech Director, the engine demonstrates compatibility with the Midsouth Outlaw Midget Series (cost & performance will be considered), the engine will be approved for competition.
 - v. If, at any time during the trial period and in the sole judgment of the Tech Director, the engine is deemed incompatible with the Midsouth Outlaw Midget Series, the engine will not be approved for competition.
 - vi. At the sole discretion of the Tech Director, various restrictions may be applied to further trial basis.
 - vii. If, in the sole judgment of the Tech Director, the engine is deemed incompatible with the Midsouth Outlaw Midget Series, the engine will not be approved for competition.

IV. General Tech

- a. All Midgets must weigh 1075lbs with Driver after event
- b. 8,500 RPM MAX
- c. Hoosier tires must be fitted to all 4 corners
- d. Right Rear must be an SP2 or Higher at all times

V. EVENT TECH

- a. Heat race winner will be weighed, rpm checked, and RR tire checked.
- b. Main event winner will be weighed, rpm checked, and RR checked.

- c. Top 3 Finishers in the Main may be Protested.
 - i. Protesting - Team will deposit \$400.00 cash with the Tech Director
 - ii. Oil Pan and Valve Cover will be removed for inspection.
 - iii. If found to be legal, \$250.00 goes to the protested cars owner - \$150.00 goes to the Tear Down Tech.
 - iv. If protested car is found to be Illegal, the protested car loses all Prize Money and Points for the event. The protesting team will have their protest deposit returned less the Tear Down Tech fee.