

SOUTHERN STATES MIDGETS SERIES

2020 - 2023

PREFACE

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Southern States Midget Series events and to establish the minimum acceptable requirements for such events. These rules will govern the condition of all events and by participating in these events all members are deemed to have complied with these rules. No expressed or implied warranty of safety will result from the publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

The Southern States Midget Series reserves the right to amend by addition or deletion any rule by notifying members, in writing or posting on Southern States Midgets internet website. Rules involving safety may be imposed immediately and it is the responsibility of all participants to stay abreast of any and all rule changes. Rules governing car specifications may be amended at any time to ensure competitive racing. This is at the sole discretion of the SSMS officials. Rules will be imposed as written. It is your responsibility to be familiar with all rules. SSMS official's decisions shall be final in all cases. All SSMS membership dues are required to be paid prior to the first event in order to accumulate car owner and driver points.

Must be a member of SSMS to race for points and contingency awards at any SSMS events. Membership rates will be published prior to the start of each racing season. There will be three types of members; Car Owner, Driver, and Associate Member.

Any driver, owner or crew member that uses derogatory comments or actions at the track or on social media of any kind toward any Division II series, Regional or National will be subject to fine and or suspension. If you have questions that involve the series the proper channel of communication is through your regional director via e-mail-phone. Division II midget series would like for you to race with us but if not we hope you race with another series or track of your choice and we will always wish you the best of luck

a. Any Division II Series official or personal that makes any kind of a derogatory or inflammatory commits towards any other official, series, driver, owner or crew member will be subject to fine and or suspension

B. Division II series director has the right to refuse anyone participation of any event. Any fines or suspensions from 1 region will carry over to any other D-II region

c. Anyone that is has been fined or suspended has a right to file an appeal.

CAR RULES AND SAFETY REGULATIONS
RACECEIVERS ARE MANDATORY

1. SAFETY

1.1 Approved aluminum seats must be used. Seats must be mounted with a minimum of 4 bolts. Bolts must be a minimum 5/16 of an inch in diameter and have a minimum two (2) inch fender washer behind them against the face of the seat. Full containment seat is HIGHLY recommended. Any car not using a full containment seat must have window net on each side of seat.

1.2 All cars must have a headrest of high impact, shock-absorbing material behind the driver's head.

1.3 Seat belts must meet SFI 16.5 or SFI 16.1 and be within three (3) years of the date of manufacture. SFI label must be affixed to belts.

1.4 Seat belts and seats must be installed and used in accordance with the manufacturer's instructions.

1.5 All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the SA 2010 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets must be worn when the driver is in the car and the engine is running. Helmets will be subject to inspection by a representative of the SSMS.

1.6 All drivers must wear fire resistant shoes, gloves and a one or two piece uniform fitted snugly around the neck, wrists and ankles. These items must meet SFI Foundation Specifications 3.2A and 3.3. All safety equipment must be worn anytime the driver is in the car and the engine is running. Flame retardant underwear and socks are highly recommended.

1.7 Arm restraints are mandatory.

1.8 A SFI approved head and neck restraint system is required.

1.9 Receivers are required and will be used at all SSMS Events. The frequency is 454.000.

1.10 No one-way or two-way communication of ANY kind between the driver and anyone other than SSMS officials is allowed at any time. HAND ONLY signals ok without lights of any kind

1.11 All drivers must be 14 years or older at the time of competition. 13 years old with experience will be allowed with approval of SSMS

1.12 Rookie drivers must meet the approval of SSMS officials prior to entering into their first D-2 event. A driver resume is required to be submitted to the SSMS for Rookie drivers. All rookies will start last in each race for at least three (3) events. Upon approval of SSMS officials the Rookie driver may start in their earned starting position. Rookie status must be granted by SSMS officials in order to be considered for Rookie of the Year honors. Determining a driver's rookie status is completely at the discretion of the SSMS officials and will be based on the driver's prior racing experience.

1.13 Rough driving will not be tolerated. Any contact under a yellow flag condition will automatically result in a black flag and disqualification from that event with no points earned. Rough driving under green flag conditions will result in a black flag and the car and driver will be scored last in that race and awarded last place points. Any driver who fails to honor a black flag for rough driving will automatically receive a three (3) race suspension from SSMS competition. At the discretion of the SSMS officials a fine may be imposed as well.

1.14 Any driver or SSMS member found to be under the influence of drugs or alcohol during an event will receive a 1 year suspension from the date of infraction.

1.15 Any driver or SSMS member found to be under the influence of illegal substances will have their SSMS membership revoked and will be banned for life from SSMS competition.

1.16 Any driver that exits the car before safety crew arrives will be done for the night. (Unless the car is on fire or other safety concerns) Any driver or crew member that confronts another car while moving or throws any kind of object will be ban for 1 year from the date of infraction.

2. CHASSIS AND BODY

2.1 Wheelbase must be at least 65 inches and no more than 76 inches.

2.2 Engine setback will be a minimum of 33 inches. This measurement will be taken from the front of the engine plate to the center of the rear axle.

2.3 Weight Rules

2.3a Stock Block 2.4 and under: 1100 lbs.

Built Stock Block: 1200 lbs.

Upright 1000cc: 950lbs

2.3b. Additional bolt on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at cockpit. NO BALLAST/WEIGHT IS ALLOWED IN NERF BARS, BUMPERS, OR FRONT AXLE. Added weight must be painted WHITE with car # clearly mark. All weight must be securely fastened with no less the 2 (two) bolts. It is highly recommended that weight or ballast is not used unless absolutely necessary.

2.3c NO rotating TITANIUM or CARBON FIBER ALLOWED PERIOD other than lower jackshaft in rearend maybe Titanium with D-2 cars

2.4 All cars shall be rear drive only.

2.4a Driveshaft driven cars the engine offset is limited to a maximum of one (1) inch, (two inches overall), from the chassis centerline as measured at the centerline of the crankshaft.

2.4b Cars utilizing a chain driven rear axle the engine must sit directly in front of the driver. The engine may be offset a maximum of six (6) inches as measured from the center of the engine to the center of the chassis.

2.5 Torque tube type drivelines must use only one u-joint. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one solid piece. Torque tube hoop or strap is required.

2.5a All driveshafts must be steel. No titanium or carbon fiber driveshafts are allowed.

2.5b Only chain driven or driveshaft driven cars are allowed. Chain driven cars must have the final drive come from the original engine counter shaft sprocket.

2.5c Metal chain guards are required for chain driven cars .125 min. thickness.

2.6 Radius rods may not be attached within the inside confines of the cockpit.

2.7 The driver must be seated behind the engine on all 1000cc or automotive powered. The 1 1000cc "sidewinder" style of car that will be allowed to race is the #30 car that is grandfathered in. Micro/mini sprint sidewinders will be allowed to race at certain races

2.8 Only standard type Midget Car bodies, tail tanks and hoods will be permitted. NO Square tail tanks.

3. FUEL SYSTEM

3.1 Constant Flow Mechanical or EFI with plenum or individual runner intake. Any programmable ignition/fuel injection systems are allowed, but must be readily available and have supported software. No carburetors.

3.2 Square plastic fuel tanks must have a midget style tail cover and may not extend past the rear torsion tubes or lower rear cross member. No aluminum or metal tanks allowed. Conventional plastic midget style tanks with bladder are required if the tank extends past the rear torsion tubes or lower rear cross member. The fuel must be carried on the centerline of the chassis and be located behind the driver. All tanks must have either a FIA or SFI safety rating. All fuel tanks must be approved by SSMS officials.

3.3 All fuel tanks must have a minimum of four mounts to the chassis.

3.4 Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.

3.5 A protective cover may be used on the top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tank.

3.6 The engine must be equipped with fuel shut-off devices (1) located within easy reach of the driver and safety workers.

4. STEERING AND SUSPENSION

4.1 Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.

4.2 Welded aluminum or titanium suspension parts are prohibited with the exception of the Jacobs ladder (Watts link).

4.3 A drag link strap is highly recommended.

4.4 No in-cockpit adjustments except manual brake bias.

4.5 Any type shock. One shock per wheel.

5. TIRES AND WHEELS

5.1 The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.

5.2 The diameter of all wheels must be 13 inches on all cars.

5.3 The wheel width is limited to eight (8) inches for both front wheels.

5.4 Max. 10" right rear wheel and maximum of 8" left rear.

5.4 Approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.

5.5 All wheels must be constructed of aluminum. Wheel centers may be aluminum or magnesium. No carbon fiber or other composite wheels or wheel centers are allowed.

5.6 The use of full-face brake scoops and/or wheel covers on the inside of wheels is not allowed.

5.7 All bolts are mandatory in bead lock and wheel centers and made of steel only. (NO TITANIUM)

5.8 Any device(s) used for warming the tires prior to competition is prohibited.

5.9 Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer are prohibited.

5.10 Any tire that is found to deviate from the original factory specifications will be if checked and if found illegal will result in a 6 month suspension 1st offence and a 1 year suspension for 2nd offence.

5.11 The manufacturers and compounds listed below are the ONLY tires approved for competition in the SSMS: **AS OF 11/30/2019...subject to change...Change will be no later than 1/2/20**

A. Right Rear – Hoosier SP2, SP3 or American Racer SD38, SD40, SD44, SD48 with a maximum tread width of 12 inches. (Minimum of 37 durometer (0) tolerance) before and after race.

B. Left Rear – Must be Hoosier or American Racer with a maximum tread width of 10 inches.

C. Front – Must be Hoosier or American Racer

5.11a Built Stock Block cars must run a Hoosier SP3 or American Racer SD48 Right Rear (minimum durometer 48)

5.12 NO tire pressure bleeders will be allowed PERIOD.

6. BRAKES

6.1 No electronic controlled brake bias adjuster. Manual brake bias adjusters are allowed.

6.2 Master cylinders not fixed to the frame must have flexible lines.

6.3 Carbon or carbon composite and titanium brake discs or brake components are not allowed.

6.4 If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

7. ENGINES

7.1 The use of starters and a de-clutching device is optional on driveshaft driven cars but are mandatory on chain driven cars. If utilized by a driveshaft driven car they must have a neutral position in the final drive.

7.2 All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of four (4) cylinders and a maximum four (4) valves per cylinder. Engines must be production engines from a car or motorcycle manufacturer and reasonably available. No engines may be used from motorcycles or cars (automobiles) that have not been sold in the United States of America by an official authorized manufacturer dealership. No purpose built race engine blocks, race engine cylinder heads or race engine crankshafts are allowed. No purpose built race engines are allowed including but not limited to: Esslinger, Toyota, Chevy, Mopar, Gaerte, Cosworth etc. No Honda F20C, F22C1 or type R engines are allowed.

All engines must be pre-approved by SSMS before allowed in competition.

B. Driveshaft driven engines

GM Ecotec 2.4L (LE5), or 2.2L (L61) - 88mm Bore X 98mm Stroke / 86mm Bore X 94.6mm Stroke

Honda 2.4 L (K24A1-A2) - 87mm Bore X 99mm Stroke

Chrysler World Engine 2.4L - 87.5 Bore X 101mm Stroke

Toyota 2.4L (2AZ-FE) - 88.5mm Bore X 96mm Stroke

Ford/Mazda Duratec 2.3L (23 I-4/L3) - 87.5mm Bore X 94mm Stroke

GM Quad 4 2.3L and 2.4L - 90mm Bore X 94mm Stroke

Ford 2.0L Focus/Scream Pre-2004 (see notes) - 87.5mm Bore X 83.1 Stroke

Engines must remain in stock displacement. Allowances are for cleanup.

Maximum displacement for 2.4L Engines: 2.4110 Liters (147.15 CID)

Maximum displacement for 2.3L Engines: 2.2868 Liters (139.55 CID)

Maximum displacement for 2.2L Engines: 2.2237 Liters (135.70 CID)

Maximum displacement for 2.0L Engines: 2.0115 Liters (122.75 CID)

Must use original manufacturers (OEM) engine block, OEM cylinder head, OEM crankshaft, Aftermarket FLATTOP pistons ok, (must have stock pin location), Any OEM camshafts from the same engine make/group (must have stock OEM #/stamp), OEM Rocker Arms (rockers cannot have any alterations to any locking mechanism, they must remain stock), and OEM valves. The same combination that was standard out of the factory when new in the passenger vehicle must be used. (*)SEE NOTE

Absolutely no head swapping, Example: 2.4 LE5 must have a 2.4 LE5 head. Each part must be from the same exact type engine, and manufactured for that particular engine.

Alterations to the OEM block and OEM cylinder head are limited to removing material for the express purpose of fitting the engine in the chassis only. You will be allowed clean-up on the head for warpage purposes only. Absolutely NO decking/cutting of block or cylinder head except for clean-up, (CLARIFY: Cleanup is ok but the Piston must not protrude OUTSIDE of "BARE" cylinder deck). Blocking and/or opening lubrication and coolant passages will be allowed. The crankshaft may be balanced, and oil passages may be chamfered. Lightening the crankshaft beyond minimal material removal for balancing is NOT permitted. Adding, removing, lightening, chamfering or "knife edging" crankshaft counterweights is strictly prohibited.

Connecting rods, FLAT TOP pistons and valve springs, valve spring retainers and keepers may be replaced with aftermarket products, however valves, valve springs, valve spring retainers, keepers, and connecting rods made of titanium are NOT allowed.

Aftermarket PISTONS AND RODS must remain stock length and stock piston pin location. Piston must be 3 ring design. Piston pin must be of ferrous material, titanium or other exotic alloys are Not Allowed.

Aftermarket cam gears, sprockets, timing chains, timing belts may be used. All other STOCK OEM cylinder head components must be used. Welding on the cylinder head will NOT be permitted. Porting of the cylinder head including intake matching is NOT ALLOWED,

See (*).

Machining, grinding, sanding, or etching of the intake and/or exhaust ports is STRICTLY PROHIBITED. No altering of the shape and/or size of the intake or exhaust ports from OEM specs is allowed.

Fuel Injection: Constant Flow Mechanical or EFI with plenum or individual runner intake. Any programmable ignition/fuel injection systems are allowed, but must be readily available and have supported software. No carburetors.

VVT, VTEC, i-VCT, Etc.: may be utilized or locked out

(*)Notes: Ford Focus Zetec 2.0L Exception – may utilize Aftermarket Cams, Pistons, Rods, and port head to compensate for reduced displacement and weight in comparison with other approved motors.

Oil System: Wet Sump or Dry Sump

Engine Management: Systems may use the following sensors: MAP (manifold absolute pressure), TPS (throttle position sensor), Crank, Cam, Water temp., Oil temp., Oil Pressure, Oxygen sensor, Fuel Pressure, IAC (idle air control), MAT (manifold air temp.), and EGT.

The use of Wheel Speed Sensors with management systems is prohibited.

Traction Control is illegal.

Any timing curve is OK, may be switchable with the MSD 6214 Midget Ignition System.

Counter Balance Shafts can be deleted.

No Glycol based coolant.

Any engine found to be outside of the prescribed rules in this section and sub sections, will result in disqualification from the entire event and a loss of all points for the car owner for the entire season. The car owner will also forfeit all monies earned for the event. A one year suspension, from the date of the infraction, of the car owner will be enforced and a \$1,000 fine assessed. This fine must be paid to the D-2 series where the engine was found to be illegal and with cooperation from other D-2 series you will not be allow to participate until fine and suspension has been fulfilled in full. The driver will forfeit all points and monies earned for the event only.

All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of four (4) cylinders in line. Engines must be production engines from a passenger car or motorcycle manufacturer and reasonably available in the United States. No engines may be used from motorcycles or passenger cars (automobiles) that have not been sold in the United States of America by an official authorized manufacturer dealership.

ANY ENGINE RULE OR MODIFICATION OTHER THAN WHAT IS WRITTEN CURRENT RULES WILL RESULT IN A 1 CALENDAR YEAR SUSPENSION AND \$1000 FINE. Suspension will carry over to other D-2/Speed2 midget series.

1000cc Engine Rules

Engine Specifications

A. Any 1000cc, normally aspirated, production motorcycle engine may be used. Engine model must be in production for two full calendar years prior to use. No limited production engines will be permitted. No current year production engines allowed. Serial number must be identifiable.

B. Engine case, cylinders, head, crank, rods, pistons, cams, valves, transmission, coatings, and clutch must remain stock OEM and operational.

C. Cylinder head may be milled for cleanup. Deck height must remain within .010" of OEM specification.

D. Degreeing of stock OEM cams is permitted.

E. All cars must be able to start the first race under their own power without assist.

F. Mufflers are mandatory.

G. Oiling system may be modified for reliability. Oil pan, pickup, cooler, lines, tank(s), and pump(s) may be modified or replaced. Cylindrical oil tanks must be mounted inside the frame rails.

H. Electronic or Mechanical Injection may be used. No weight penalty exists for either injection system. Carburetors are also permitted.

I. The motor plate may not be made from carbon fiber, or any type composite materials.

2. Electronics

- A. Aftermarket Engine Control Module(s) or Fuel Management System(s) will be permitted. Electronics that provide traction control are prohibited. No aftermarket plug-in traction control devices, wheel speed, or chain sensors will be permitted. All electronic components may be inspected, sealed or confiscated by USAC or organizer at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- B. All cars must be equipped with ignition switch or emergency shut-off located within easy reach of the driver.

3. Exhaust

- A. Mufflers are mandatory. Exhaust system tail pipe(s) must not be any wider than nerf bar.
- B. The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each individual entry blank. The technical director may disallow a muffler that in their opinion is not within the spirit or intent of this rule.

Fuel and Fuel System

- A. Maximum 112 octane gas, E85, or Methanol. No additives or oxygenated fuels will be permitted. All fuel is subject to testing at any time. Any fuel that does not conform to these standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.
- B. All tanks must have a minimum of four mounts to the chassis.
- C. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.
- D. The engine must be equipped with a fuel shut-off device.
- E. A Midget/Micro/L. Sprint tank must have a bladder by 2018. Metal tanks are not permitted. Rollover valves will be mandatory. All tanks/fuel cells must be securely mounted between frame rails and behind the driver.

Dimensions and Weight

- A. The wheelbase must be at least 62 inches and no more than 76 inches. (Measured centerline to centerline)
- B. 1000 CC Stock Engine: 950 lbs.

Equalization:

As the SSMS grows, we will attempt to equalize competition, we reserve the right to adjust the rules with at least a 2 race notice. When the current rules have been shown to favor a particular interpretation, or a certain make of engine, we will work to adjust the rules in as inexpensive way as possible, within a reasonable amount of time. Any engines not covered by the preceding specifications must be submitted, in writing, for approval prior to entering competition with the SSMS.

For 600 mini sprint rules to run with SSMS go to 600 Rules