

April 25, 2016

Officials of the United States Auto Club, POWRi and ARDC Midget Series jointly announced today a unified RPM rule which will utilize engine platform specific RPM limits in all sanctioned series races, effective May 29th, 2016. This commitment to RPM limits is a three year commitment and any limit modifications will be determined through on-going data analysis.

RPM limits are used in midget racing as a “throttle” to limit the expense of further development of current midget racing engine platforms, save money for car owners with increased time between engine maintenance cycles, and as means to enable midget racing to welcome lower cost alternatives to current engine platforms in the future.

The initial RPM limits will be adopted from a USAC sponsored study conducted by ILMOR Engineering and in use for the last four race seasons. Throughout 2016, additional race data will be collected to further study equivalency power curves among the varying midget engine platforms, including pushrod and overhead cam configurations. This data will be used to determine if RPM limit modifications will be required.

Additionally, all entrants using an EFI branded ignition must use the new EFI “R1” (Red) Ignition Box for all sanctioned races with USAC , POWRi and ARDC races. The EFI R1 unit was designed specifically for midget racing and has a limited range of user interface which assures race officials adherence to RPM limit rules and eliminates traction control capabilities through the EFI module.

RPM Limits - EFFECTIVE MAY 31st FOR USAC, POWRI and ARDC SERIES

A. Pushrod Type Engines

1. Four cylinder in-line, two valves per cylinder, water cooled, with intake and exhaust ports on the same side of the head using an aluminum block and approved non-cross flow aluminum “Fontana” cylinder head.
Maximum of 174 CID (2852cc)
Maximum RPM 8800
2. Fontana (Rhino) sealed spec engine
Maximum of 200 CID (3278cc)
Maximum RPM (factory set and sealed) 7800
3. Four cylinder in-line, two valves per cylinder, water cooled, utilizing an aluminum block and/or head.
Maximum 166 CID (2721 cc)
Maximum RPM 8700

B. Single Overhead Camshaft Type Engines

1. Four cylinder in line, aluminum block and head, 2 valves per cylinder.

Maximum 161 CID (2639cc)

Maximum RPM 9800 (Esslinger, MOPAR - SR11)

2. Esslinger EST sealed spec engine

Maximum 161 CID (2639cc) engine.

Maximum RPM (factory set and sealed) 9400

C. Double Overhead Camshaft Type Engines

1. Honda K-Series four cylinder in-line, water-cooled, four valves per cylinder, must use Honda OEM cylinder block and cylinder head.

Maximum 143.6 CID (2354 cc) 154.6 CID (2533.5cc)

Maximum RPM 9400 (probationary)

Maximum Stroke 99 mm (3.898")