

## THE ILLINI MIDGET

- Illini Midgets are "Full Midgets." They are the same cars as seen on national TV with the exception of some "Bolt On" differences (i.e. wheels, tires, offsets, restrictors, etc.)
- In the Illini Midget class, the initial investments are reduced, operating costs are cut and performance is controlled.
- The performance is controlled by a set of rules, which equate several different engines and all available chassis.
- The rules are constantly updated to prevent obsolescence of cars and components and to provide a level playing field for close competitive racing.
- The rules in this book are those that are unique to the Illini Midget. The rules not listed in this book are covered in the UMARA National Division rulebook. Where the rules differ, the Illini Book will prevail.
- The rule book is posted on the UMARA web site ([www.umara.com](http://www.umara.com))  
To receive a copy of the UMARA Rulebook, contact:  
UMARA  
Laverne Spencer  
P.O. BOX 711  
Minooka, IL. 60447
- The UMARA National Division rulebook has the competition and safety rules for both divisions and complete specifications for the "National" Class Midget.

## History of the Illini Midget

The Illini Midget Class, founded in 1992, has steadily grown through fifteen seasons of competitive racing.

Since 1992 the car count has more than tripled.

### Past Champions

1992	Sue Spencer
1993	Rich Peceniak
1994	Sue Spencer
1995	Sue Spencer
1996	Nick Fox
1997	Roger Bettenhausen
1998	Sue Spencer
1999	Scott Shilkuski
2000	Joe Knippel
2001	Loran Critchett
2002	Joe Knippel
2003	Sue Spencer
2004	Scott Shilkuski
2005	Joe Knippel

### Past "Rookies of the Year"

1992	Rich Peceniak
1993	Bill Hoffmeyer & Mike Seeman
1994	Roger Bettenhausen
1995	Jim Anderson
1996	Mike Ohlendorf
1997	Matt Estep
1998	Jon Anderson
1999	Rick Shoemaker
2000	Jim Ziarkowski
2001	Reid Ceponis and David Polson
2002	Lonny Tyler
2003	Lamont Critchett
2004	David Budres
2005	Josh Lane

## Chassis Rules

- ❑ **Maximum width** - 58 inches – measured outside sidewall to outside sidewall – front and rear  
Exception is 60 inches for 120 inch stock engines.
- ❑ **Maximum offset** - 4 inches – measured from center of the frame to the inside of the sidewall - front and rear  
Exception is 6 inches for 120 inch stock engines.
- ❑ **Dirt** events the offset will not be a tech item but the 58” width will be a tech item.
- ❑ **Drive shaft offset** – plus or minus 1/2 inch to the center of the frame
- ❑ **Power steering** – 5 degree Caster angle will be a tech item.
- ❑ **Maximum wheel width** - 8 inches
- ❑ **Maximum engine layover** - 10 Degrees  
Exception is stock 2.0 liter and below with operable starter and flywheel will be allowed 30 degree layover.
- ❑ **Minimum fuel tank capacity** - 16 gallons
- ❑ **Added weight** – painted white – attached with a minimum of one 3/8” u-bolt or equivalent per 10# of weight – identified with the car number – attached to the frame of the race car
- ❑ **Absolute minimum weight** – 1050 pounds – measured with the driver – see engine rules for specific weights
- ❑ **Diapers** – required on paved tracks – absorbent material inside the belly pan of inline engines – in trays under the valve covers on VW's – for details see a Sportsman official
- ❑ **Shocks** – no remote canister shocks – no cockpit adjustable shocks – members from other sanction bodies must disable the adjustable shock during the race event.
- ❑ **Suspension** – no cockpit adjustable weight jacking devices
- ❑ **Brakes** – brake rotors will be ferrous material-no titanium, composite or ceramic material in the brake system.
- ❑ **No air bleed** down valves on tires
- ❑ **Water only** in the cooling system.
- ❑ **Chain drive** allowed on the motorcycle engine. The chain must be enclosed for safety.
- ❑ **The seat height** minimum is 10 inches on the chain drive motorcycle midgets. Measured from the bottom of the frame rail to the lowest part of the seat.
- ❑ **Ceramic bearings** are not allowed.
- ❑ **No titanium** crankshafts or connecting rods.
- ❑ **No titanium** chassis parts. (Drive line will not be considered part of the chassis)
- ❑ **Sun visors** are limited to eight (8) inches in height, not wider than the width of the cage and must be mounted parallel to the front upright cage tubes and cannot extend above the cage.
- ❑ **No carbon fiber** – the exception is body panels and valve covers.

**Tire rules**

- A. **All tires** – Mickey Thompson Sportsman “I” Block design.
- B. **Front tires** - P215 Size Only
- C. **Rear tires** - P235 OR P245 Size Only
- D. **Tire pressure** - 16 PSI minimum – right side only
- E. **Tire integrity** - no shaving - grooving – soaking - siping – or any other modification

**Engine Rules**

- A. **Number of cylinders** – four cylinders only
- B. **Restrictors** – sealed and secure with no intake leaks below the restrictors – ram air scoops facing forward are not permitted – see engine chart for restrictor sizes.
- C. **Computerized management** – no systems allowed except for the RACTEK Quad 4 - the computer chip would be a tech item on the RACETEK Quad 4.
- D. **Fuel** – methanol or ethanol only no additives.
- E. **Plenum or throttle body intakes** – see equivalency chart
- F. **Operative onboard starter** will reduce calculated weight by 25#
- F. **Two spin rule for Illini division only** – unassisted restarts will not be counted towards the two spin rule
- H. **Quad 4’s** are stock OEM spec components only

**Kenyon Cars** (The Kenyon rule will be evaluated and adjusted as needed during the year)

- Kenyon Cars will be legal in the Illini division. Kenyon rules will apply with the following exceptions
- Tires will be Mickey Thompson per the Illini rulebook.
- The max rear wheel width will be 8 inches.

**Individual runner to plenum conversion chart**

If the four individual runner fuel injection restriction is:	The throttle body injection two butterfly restriction is:	The throttle body injection one butterfly restriction is:
1 3/16"	1 1/4"	1 9/16"
1 1/4"	1 5/16"	1 5/8"
1 5/16"	1 3/8"	1 11/16"
1 3/8"	1 7/16"	1 13/16"
1 7/16"	1 9/16"	1 15/16"
1 1/2"	1 5/8"	2"

**ENGINE SPECIFICATIONS:****Volkswagen – stock stage three / four, super flow**

Size - 144 cubic inch

Weight - 8.5 # per cubic inch

Intake restriction area – 1 3/8" dia x 1 1/2" long

Max gear at Grundy 5:20.

**Volkswagen -Pro Series heads**

Size – 144 cubic inch

Weight – 8.5# per cubic inch

Intake restriction area – 1 5/16" dia x 1 1/2" long

Max gear at Grundy 5:20.

**2 X 4 SESCO**

Size – 148 cubic inches

Weight – 8.5# per cubic inch

Intake restriction area – 1 5/16" dia x 1 1/2" long

Max gear at Grundy 5:20.

**Chevy II & Marine**

Size – 165 cubic inch

Weight – 8.1# per cubic inch

Intake restriction area – 1 7/16" dia x 1 1/2" long

Other – OEM cast iron block and OEM cast iron head for same block. Max gear at Grundy 5:20.

**Pontiac**

Size – 165 cubic inches

Weight – 8.1# per cubic inch

Intake restriction area – 1 7/16" dia x 1 1/2" long

Other – OEM cast iron block and OEM cast iron head for same block or Aluminum head #433 #437.

Max gear at Grundy 5:20.

**Ford 2300**

Size – 145 cubic inch

Weight – 8.1# per cubic inch

Intake restriction area - 1 7/16" dia x 1 1/2" long

Other – OEM cast iron block and OEM cast iron head for same block. Max gear at Grundy 5:20.

**RACETEK QUAD 4**

Size – 145 cubic inches

Weight – 8.9 # per cubic inch

Intake restriction area – 1 7/8" dia x 1 1/2" long

Other – RACETEK specs only

Max RPM 7400. Max gear at Grundy 5:20.

TelTal tach that the driver can not reset from the cockpit

**Ford Focus 2.0 liter:**

Weight: 8.9# per cubic inch

Stock OEM parts except for mechanical fuel injection, adjustable cam gear and aftermarket ignition.

Max RPM 7500. Max gear at Grundy 5:20.

TelTal tach that the driver can not reset from the cockpit.

**The USAC legal Ford Focus Midget w/the S.C.R.E.A.M. engine** will be allowed to run in Sportsman with the following conditions: Sportsman tires, chassis width and offset. Weigh: 1090. Max gear at Grundy 5:20.

**NON-RACETEK QUAD 4**

Same as RaceTek quad 4 except for:

Methanol fuel

No H.O. head or cams

Plenum restriction

Max RPM 7400. Max gear at Grundy 5:20.

TelTal tach that the driver can not reset from the cockpit

**Saturn DOHC**

Size – 120 cubic inches

Weight – 8.9 # per cubic inch

Plenum restriction is stock 2.050" intake manifold.

Stock OEM components only.

OEM block and stock OEM head for same block. Must maintain stock valve size.

The only modifications allowed beyond OEM are for use of alcohol fuel and mechanical fuel injection.

Aftermarket flat top pistons allowed.

Max compression ratio 10.5 to 1

Max RPM 7500. Max gear at Grundy 5:20.

TelTal tach that the driver can not reset from the cockpit

Size – 2.3 Saturn

Weight - 1225#

Restrictor: 1 7/8" dia x 1 1/2" long

Stock OEM components only.

OEM block and stock OEM head for same block. Must maintain stock valve size.

The only modifications allowed beyond OEM are for use of alcohol fuel and mechanical fuel injection.

Aftermarket flat top pistons allowed.

Max compression ratio 10.5 to 1

Max RPM 7500. Max gear at Grundy 5:20.

TelTal tach that the driver can not reset from the cockpit

**Motorcycle engine:**

1200 cc with stock bore and stroke.

Stock OEM parts only

Must retain stock clutch and transmission.

Alcohol carburetors allowed.

Max RPM 10,500.

Weight: 1050#

Experimental for 2006

## General Rules

### A. Enforcement of rules

All participants are subject to rule checks at any time. Rule checks can include but are not limited to:

- ❑ Bubble check or engine tear down for displacement (Penalty B-1)
- ❑ Fuel (Penalty B-1)
- ❑ Weight (Penalty B-2)
- ❑ Ram tube diameter and length (Penalty B-2)
- ❑ Chassis specs (Penalty B-2)
- ❑ Camshaft specs DOHC engines (Penalty B-1)
- ❑ Fuel pressure check for RACETEC Quad 4 (Penalty B-2)
- ❑ Computer chip check for RACETEK Quad 4 (Penalty B-1)
- ❑ Rev limiter / gear ratio check (Penalty B-2)
- ❑ Flywheel & operable starter check. (Penalty B-2)

### B. Infractions and Penalties

1. Engine and Fuel infractions will result in year to date point loss and payout for that date
2. Chassis and Ram tube infractions will result in point loss and payout for that night of racing
3. Vehicle and engine must pass inspection before being allowed to race in future events

### C. Protest and Rule Making

- ❑ Protests must be in writing and submitted to one of the Illini committee members or Illini driver reps within 30 minutes of the finish of the race
- ❑ Decisions concerning the final outcome of protests, rules infractions or discipline will not be finalized at the track when the protest is made
- ❑ A separate meeting will be held within four days of the protest – The protesting party will be informed in writing before the next event if possible
- ❑ The Illini committee is made up of five members who will make and enforce the rules governing the division. Should a position on the committee open, a replacement will be appointed by the remaining members (subject to the approval by the UMARA owners)

### D. Driver Eligibility

- ❑ Must be 16 years of age. Proof required.
- ❑ Under 18 must be emancipated. A copy of the emancipation is required.
- ❑ Proof of physical fitness examination must be available upon demand

### E. Rookie

- ❑ A Rookie is defined as anyone racing midgets for the first time. A driver that has competed in more than five events in any one season loses rookie status. A red flag will be displayed on the roll cage during rookie status.
- ❑ A rookie must start at the rear of any qualified event, regardless of qualifying time, for a minimum of three events.

### F. Driver Discipline

- ❑ The first incident will result in a warning
- ❑ The second incident will result in a two-race penalty of carrying a highly visible yellow ribbon on the roll cage.
- ❑ Further incidents, while carrying the yellow ribbon, will result in a suspension for the next two events.

### G. Membership

- ❑ Illini Midgets are a division of UMARA
- ❑ In order to race all drivers must be current UMARA members

- Membership forms are available from the UMARA office

### **H. Safety**

- See the UMARA National Division rule book
- Approval of any vehicle shall mean only that the vehicle is approved for a competitive event and shall not be construed in any way that the inspected vehicle is mechanically sound
- The inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure nor any losses or injuries resulting from the same

### **I. Insurance**

- Liability coverage for the event is the responsibility of the promoter.
- Personal injury coverage is the responsibility of the individual competitor and crew member
- Some personal injury coverage may be available through the promoter or sanctioning organization

### **J. Point fund eligibility**

- To be eligible for the Illini point fund a car owner and driver must:
- Compete in 75% of the current season race events
- Properly display the current sponsors on the car
- Be a current member of UMARA

## **Racing Programs with qualifying**

### **Program one** – Up to 13 cars

Run two heats – all cars start both heats

**First heat** – Invert first six qualifiers with the remaining starting straight up

**Second heat** – Invert the first six finishers from the first heat with the remaining straight up by their finish in the first heat.

### **Program two** - 14 to 23 cars

Two heats and a feature

**First heat** – Fastest half of qualifiers – invert the top six

**Second heat** – Slowest half of qualifiers - invert the top six

**Feature** – Invert the finishers of the fast heat (6 to 10) depending on the dice. The inversion will pull cars from the second heat when necessary to complete the full inversion.

The remainder of the first heat will line up straight up behind the inverted cars and the second heat cars will line up straight up but behind the second heat cars. The winner of the fast heat will draw a number immediately after the fast heat. The pit steward will administer the draw. A car/driver that fails to complete the heat race will not be included in the inversion.

### **Program three** - 24 to 33 cars

Three heats semi and a feature

**First heat** – The fastest third of the qualifiers – invert the top six

**Second heat** – Middle third of qualifiers – invert the top six

**Third heat** – The slowest third of qualifiers – invert the top six

**Semi-Feature** – second half of finishers in the second heat straight up at the front

The entire third heat finishers straight up by order of finish behind the second heat

**Feature** – Invert finishers of the fast heat (6 to 10) depending on draw number. The inversion will pull cars from the second heat when necessary to complete the inversion.

The remainder of the first heat will line straight up behind the inverted cars.

The top half of the second heat finishers line straight up behind the first heat cars.

The semi finishers line straight up behind the second heat cars. (Enough cars will be used to make a 20-car field). The winner of the fast heat will draw a number immediately after the fast heat. The pit steward will administer the draw. A car/driver that fails to complete the heat race will not be included in the inversion.

**Alternate Feature cars** will come from the semi-feature

**Alternate program** - 24 to 33 cars

Two heats, Semi and a Feature

**First heat** – Fastest half of qualifiers – invert top six

**Second heat** – slowest half of qualifiers – invert top six

**Semi-Feature** – positions 11 and back from the first heat start straight up at the front of the semi. The slow heat cars line straight up behind the fast heat cars by their finishing positions in the heat.

**Feature** – Invert top finishers from the fast heat (6 to 10) depending on the dice. The inversion will pull cars from the second heat when necessary to complete the full inversion.

The top10 finishers from the semi will line straight up behind the first heat cars. The winner of the fast heat will draw a number immediately after the fast heat. The pit steward will administer the draw. A car/driver that fails to complete the heat race will not be included in the inversion.

**Trophy dash** – Promoters option

The six fast qualifiers – invert by qualifying time

The trophy dash pays no points

On occasion the trophy dash may be treated as a fast heat and will pay points accordingly

**Qualifications**

- If a driver qualifies car #1 then qualifies car #2, with the permission of the pit steward; car #1 will be treated as the slowest qualifier for the night, provided there is a driver available.
- Car #2 will be placed according to qualifying and/or any applicable finish position.
- When no qualifying takes place, line up will be determined by the drivers current season points standings.
- If it is early in the season and there are no season points, the final driver season points from the previous year will be used.
- Any driver not listed in season points will be placed at the back of the slow heat. If more than one driver is without season points, they will draw for that position in the back of the slow heat.
- If a driver misses his qualification time period he loses one lap. There will be no qualifying attempt allowed after the start of the first non-qualifying race event.

**Racing Programs without qualifying**

**Program one** – up to 13 cars

Run two heats – all cars start both heats

First heat – line up cars according to draw

Second heat – invert first group of cars (determined by dice roll) with the remaining straight up by first heat finish.

**Program two** - 14 to 24 cars

Two heats and a feature

First heat – half of the car count lined up by draw

Second heat – second half of car count lined up by draw

**Feature** – invert the first group of cars (determined by dice roll) after cars are lined up by heat finishes - 1<sup>st</sup> inside – winner 1<sup>st</sup> heat, 1<sup>st</sup> outside – winner 2<sup>nd</sup> heat, 2<sup>nd</sup> inside 2<sup>nd</sup> first heat, 2<sup>nd</sup> outside 2<sup>nd</sup> second heat, etc . A car/driver that fails to complete the heat race will not be included in the inversion.

**Program three – 25 to 36 cars**

Three heats, semi, and feature

First heat – 1/3<sup>rd</sup> of cars lined up by draw

Second heat – second 1/3<sup>rd</sup> of cars lined up by draw

Third heat – last 1/3<sup>rd</sup> of cars lined up by draw

Semi feature – cars finishing 7<sup>th</sup> and back from all heats, lined straight up alternating from heat finishes - 1<sup>st</sup> inside – 7<sup>th</sup> from first heat, 1<sup>st</sup> outside – 7<sup>th</sup> from second heat, 2<sup>nd</sup> inside – 7<sup>th</sup> from third heat, 2<sup>nd</sup> outside – 8<sup>th</sup> from first heat, etc ..., first 6 finishers transferring to feature

Feature – invert the first group of cars (determined by dice roll) after cars are lined up by heat finishes - 1<sup>st</sup> inside – winner 1<sup>st</sup> heat, 1<sup>st</sup> outside – winner 2<sup>nd</sup> heat, 2<sup>nd</sup> inside – winner 3<sup>rd</sup> heat, 2<sup>nd</sup> outside 2<sup>nd</sup> second heat, etc ...semi feature top 6 lined straight up at end. A car/driver that fails to complete the heat race will not be included in the inversion.

**Alternate program three – 25 to 36 cars**

Two heats, semi, and feature

First heat – ½ of cars lined up by draw

Second heat – second ½ of cars lined up by draw

Semi feature – cars finishing 10<sup>th</sup> and back from both heats lined straight up alternating from heat finishes - 1<sup>st</sup> inside – 10<sup>th</sup> from first heat, 1<sup>st</sup> outside – 10<sup>th</sup> from 2<sup>nd</sup> heat, 2<sup>nd</sup> inside – 11<sup>th</sup> from first heat, etc ... first 6 finishers transferring to feature

Feature – invert the first group of cars (determined by dice roll) after cars are lined up by heat finishes - 1<sup>st</sup> inside – winner 1<sup>st</sup> heat, 1<sup>st</sup> outside – winner 2<sup>nd</sup> heat, 2<sup>nd</sup> inside – 2<sup>nd</sup> second heat, etc. A car/driver that fails to complete the heat race will not be included in the inversion. semi feature top 6 lined straight up at end.

**Race procedures**

All races will be run in accordance with section 5 of the UMARA National Division rulebook.

## Points Structure

The Illini Midget point's structure is based on 300 points per event.

Position	Points for qualifying-heats and Feature	Points for heat and Feature when there is no qualifying
1	100	150
2	95	143
3	90	135
4	85	128
5	80	120
6	75	113
7	70	105
8	65	98
9	60	90
10	55	83
11	50	75
12	45	68
13	40	60
14	35	53
15	30	45
16	25	38
17	20	30
18	15	23
19	15	23
20	15	23
21	15	23
22	15	23
23	15	23
24	15	23
25	15	23

- Semi Feature points structure
  - If a car transfers to the Feature no Semi points
  - If a car does not transfer to the Feature 15 points

## UMARA RULE BOOK ADDENDUM Effective for 2006 season

One events worth of points (from the total races run) will be allowed to be dropped at the end of the season. The points must be dropped for the entire event. (owner and driver points together)  
Events with suspension, partial or full DQ cannot be one of the dropped events.

### Illini Midget Officials and Officers

#### **UMARA owners:**

- ❑ Steve Thinner
- ❑ Laverne Spencer
- ❑ Jerry Murphy

#### **Sportsman Committee:**

- ❑ Laverne Spencer: HM 815-467-4127 WK 815-744-6000
- ❑ Rich Peceniak: HM 815-722-2070
- ❑ Richard Spohnholtz: HM 815-695-5920
- ❑ Doug Orseske: HM 815-464-7154
- ❑ Jerry Murphy: HM 815-744-3973

#### **Engine Committee:**

- ❑ Edwin Wilson: WK 405-634-0623
- ❑ Mark Schuck: 815-744-2274
- ❑ Glenn Ohlendorf: 815-485-2579

#### **Driver Representatives:**

- ❑ Loran Critchett
- ❑ Joe Knippel

#### **Officials:**

- ❑ Tom Arthur
- ❑ Lon Lovellette
- ❑ Diana Orseske
- ❑ Marlene Murphy
- ❑ Shannon Murphy