

**THE ILLINI MIDGET (Sportsman Division)****Illini Midgets are "Full Midgets."**

- ❑ "Bolt On" items such as wheels, tires, offsets, and restrictors are used to prevent technology and its outrageous costs from becoming a factor in the outcome of the race.
- ❑ Any midget that is currently running in the national class and any midget that has been shelved as "non competitive" can be easily used as an ILLINI midget.
- ❑ We feel that driving talent, set-up and preparation should be rewarded rather than advanced technology and cubic dollars.
- ❑ A first class ILLINI midget can cost far less than a National class midget. There is no need for light weight components and exotic bolt on parts. The minimum weight rules are realistic and easily met with most car and driver combinations.
- ❑ Perhaps our most important and easiest to apply rule is our use of DOT racing tires. These tires can, on some tracks, completely control the amount of horsepower needed to race competitively. They also last much longer than a purpose made racing tire and heat cycle far better, giving us a much longer and usable tire life.
- ❑ The rest of the rules in this book are used to fine tune the competitive equivalence of the cars and further protect our members from technology and its effect of tilting the playing field and obsoleting many fine race cars.
- ❑ The rules in this book are those that are unique to the Illini Midget. The basic midget configuration rules and the safety rules are covered in the USAC rulebook. Where the rules differ, the Illini Book will prevail.
- ❑ If you have any questions about your car or our rules, please call one the board members listed below.
- ❑ The complete 2009 rule book is posted on the [www.illiniracingseries.com](http://www.illiniracingseries.com)

**History of the Illini Midget**

The Illini Midget Series was founded in 1992 as the Sportsman Midget Division and has steadily grown through 17 seasons of competitive racing.

	<b><u>Past Champions</u></b>	<b><u>Rookies of the Year</u></b>
1992	Sue Spencer	Rich Peceniak
1993	Rich Peceniak	Bill Hoffmeyer & Mike Seeman
1994	Sue Spencer	Roger Bettenhausen
1995	Sue Spencer	Jim Anderson
1996	Nick Fox	Mike Ohlendorf
1997	Roger Bettenhausen	Matt Estep
1998	Sue Spencer	Jon Anderson
1999	Scott Shilkuski	Rick Shoemaker
2000	Joe Knippel	Jim Ziarkowski
2001	Loran Critchett	Reid Ceponis and David Polson
2002	Joe Knippel	Lonny Tyler
2003	Sue Spencer	Lamont Critchett
2004	Scott Shilkuski	David Budres
2005	Joe Knippel	Josh Lane
2006	Joe Knippel	Bill Hulbert
2007	Lamont Critchett	Dan George
2008	Joe Knippel	Scott Dunning

**Engine Rules**

- Any 4 cylinder National class or stock based engines are legal, with the appropriate air intake and weight limitations.
- This chart gives all car owners their choice of 4 minimum weights and 4 corresponding intake restrictions for 4 cylinder engines. The size of the engine is not a factor.

Minimum Weight (lbs) (with driver)	Restrictor Diameter (inches) (One tube per cylinder)	Restrictor Diameter (Single butterfly or Plenum injection)
1115	1.250	1.57
1175	1.300	1.63
1240	1.350	1.70
1300	1.400	1.75

- The proceeding rules are for paved tracks 1/5 mile in length and over and dirt tracks 1/4 mile and over.
- All other tracks, 1115 pounds minimum weight and 62 inch overall width.
- The tires alone will control the performance on smaller tracks.

**Exceptions to the weight/restrictor chart are the National type motors and other purpose built engines.**

**National motor** – purpose built, non production, inline motor with aluminum head and block, 12:1 or higher compression.

Restrictor rules for National motors: Each intake ram tube must have a restrictor plate, 1/8" thick maximum with appropriate size restrictor hole. Hole may be deburred with a .030" chamfer maximum. Edges can not be radiused. Plate must be installed so it is sealed and secure with no air leaks. All air must pass through restrictor hole.

<u>Car weight (with driver)</u>	<u>Restrictor hole size</u>
1,100 lbs or less	.875" inside diameter
1,101 or more	1.000" inside diameter

**Other purpose built** racing engines, including but not limited to: SESCO 2x4, 166 cu. in. or larger VW, 2L Quad 4 will be required to run the following restrictors (plate or machined restrictor). Width and offset chart applies to engine configuration.

<u>Car weight (with driver)</u>	<u>Restrictor hole size</u>
1,200 lbs or less	1.000" inside diameter
1,201 or more	1.125" inside diameter

**SCREAM Ford Focus** engines and any stock based engine of 2000cc or less using stock or OEM parts – No intake restriction necessary. Aftermarket cams allowed (.390 lift maximum).

**Stock based DOHC up to 2,200 cc** (such as 2.2L Ecotec) – No intake restriction necessary.

**Computerized management engines ( Two allowed, Racetec and Revolution)**

**Racetec Quad 4** stock OEM spec components only. Racetek computer chip will be a tech item.

**Revolution Racing Engine 2.4L Ecotec.** requires IRS approved ECU, properly marked "ILLINI RACING SERIES" or "IRS". The ECU will be a tech item.

**Motorcycle powered cars** – No intake restriction necessary. 1200 cc max with RPM limited to 10,500.

**Kenyon Midget Cars** Appendix F of the USAC rule book will apply with the following exceptions:

- Tires will be American Racer or Mickey Thompson per the Illini rulebook.
- The max rear wheel width will be 8 inches.

**V6 cars** and others not listed: Call one of the board members listed below for information.

**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.

**Chassis Rules:**

The following chassis chart shows maximum width and offset for various engine types.

Engine Type	Maximum width (inches) Sidewall to sidewall	Maximum Offset Inside sidewall to Frame
Horizontally Opposed or V4	60	5
Horizontally Opposed or V4	62	4
Inline all Aluminum, 45 degree layover	62	4
Inline Iron Block 45 degree layover	62	5
Inline Iron Block 12 degree layover	62	6
Inline All Aluminum, 12 degree layover	62	6

- Offset will be measured from the upper/inner sidewall of tire to chassis.

The maximum chassis offset rule will be reviewed early in the season and will probably be replaced with a left side percentage rule. This saves much experimenting with added weight, seat, and driveline placement and is easier to tech. The weight percentage rule is now being used in many forms of auto racing.

**Equalize Equipment**

Inasmuch as it is our intent to equalize equipment as much as feasible, we reserve the right to change rules with at least one full program's advance notice. This is necessary due to our opening-up of rules to attract more competitors, to say nothing of the cleverness and inventiveness of our current members.

We are only human, and once our rules have been demonstrated to clearly favor a particular interpretation of the rules, we will be diligent in our efforts to make suitable adjustments with reasonable advance notice. When we find it necessary to limit the demonstrated potential of a particular configuration, we will make every attempt to achieve such limitation through an inexpensive modification whenever possible.

For example, if it becomes clear that certain equipment is clearly out-performing others down the straight, we may require that certain gear ratios be used rather than something more drastic and expensive.

**Other Chassis Rules**

- ❑ **Maximum wheel width** - 8 inches
- ❑ **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** – 1000 pounds – measured with the driver – see engine rules for specific weights
- ❑ **Diapers** – required on paved tracks – absorbent material inside the belly pan of inline wet sump engines – in trays under the valve covers on VW's – for details see a Illini 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** – Any cockpit adjustable weight jacking devices must be made non adjustable during a competitive event. Tape, tie wrap-etc
- ❑ **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.
- ❑ **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.
- ❑ **Fuel** – Methanol, Ethanol and E-85 only - no performance enhancing additives
- ❑ **Operative on board starter** will reduce calculated weight by 25#  
unassisted restarts will not be counted towards the two spin rule..

**Tire rules**

**All tires** – American Racer (AR) DOT A4 (704) or Mickey Thompson (MT) Sportsman “1” Block design.

**Front tires** - P215 (MT), P215/60D-13 DOT A4 (704) (AR) Size Only

**Rear tires** - P235 OR P245 (MT), P235/60D-13 or -13SH DOT A4 (704) (AR) Size Only

**Tire pressure** - 16 PSI minimum – right side only

**Tire integrity** - no shaving - grooving – soaking - siping – or any other modification

**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:

- 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 RACETEC 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 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 IRS owners)
- Engine tear down procedure. An IRS driver or car owner may protest another competitor's engine by putting up \$500 in cash to any IRS owner or board member. The money will be held until the tear down and inspection has been completed. If the motor is found to be illegal, the person who put up the money will get it back. If the motor is found to be legal, the person who owns the motor will receive the money. The IRS reserves the option to either impound the car or mark the motor for a tear down in a clean environment.
- The IRS reserves the right to inspect a motor at its own discretion.

**D. Driver Eligibility**

- Must be 16 years of age. Proof 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**

- In order to race all drivers and car owners must be current Illini racing Series members in good standing (all dues paid). No race payouts will be issued to a car until both the owner and driver are members in good standing.
- Illini Racing Series reserves the right to deny or revoke membership at the discretion of the Illini Racing Series owners or board members.
- Membership forms are available from the **Illini Racing Series** office or online.

**H. Safety**

- See **Appendix D of the USAC 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 **Illini Racing Series**
- Display the IRS logo in clear view on the race car

**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.
- ❑ 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.
- ❑ The draw will be held at every race (dirt or pavement, qualifying or non-qualifying), drawn by the driver, from approximately 1 hour before the first scheduled event, ending 20 minutes before the event.
- ❑ Qualifying races, the draw will determine qualifying order.
- ❑ Non-qualifying races, the line-up will then be generated using the following guide:

FIRST HEAT		SECOND HEAT	
Inside row	outside row	inside row	outside row
1	3	2	4
5	7	6	8
9	11	10	12
13	15	14	16
17	19	18	20
Etc.....			

- ❑ The line-up for the feature will be developed from the finishes of the heat races. The winner of the first heat will roll a dice with 6-8-10 on it to establish the front car inversions. The following is a line-up example assuming a dice roll of 8 (HEAT RACE-FINISH POSITION)

Inside row	Outside row
Heat2-4th	Heat1-4th
Heat2-3rd	Heat1-3rd
Heat2-2nd	Heat1-2nd
Heat2-1st	Heat1-1st
Heat1-5th	Heat2-5th
Heat1-6th	Heat2-6th
Heat1-7th	Heat2-7th
Etc....	

**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

**1** Any driver change before any event must be cleared with the Pit Steward.

**2** Alternate cars for any event must start in the rear of the field.

**3** Feature alternates will be added from the semi-feature in the order of finish provided the "semi" is run before the feature.

**4** All drivers are required to attend official driver's meetings.

**5** **IRS** reserves the right to reposition a car from the front of a start or restart to the rear if that car or driver poses a hazard to a safe start.

**6** Once a car has been started, and before the green flag has fallen, a participant who stops to work on the car for any reason other than safety or to turn on the fuel valve will lose his original starting position and must start at the rear of the event. Cars going back to the pit area will not be allowed to restart.

**7** No work may be performed on cars during a yellow flag after the race has started

**8** Yellow flag procedure: The leader on the lap immediately preceding the yellow will assume the lead and slow the field to an idling speed safely. The field will close-up behind the leader. No passing, as the race will be scored back to the last completed scored lap. Yellow flag laps will not be scored. The field will line up in single file the way they were running the lap before the yellow was used. Failure to follow the Flagman's instructions will result in a black flag to the car out of line. The green flag will not be displayed until the field has been completely closed up and the course is clear. Any driver guilty of passing on the yellow will lose the number of positions gained under the yellow plus a penalty of two (2) positions for each position gained. Any car which causes or is directly part of the yellow, may be restarted at the rear of the lap on which it was scored immediately preceding the yellow.

**9** When any car is suspected of leaking fluid, the yellow flag will be displayed. Suspect car will be black flagged, directed to proceed directly to the pit area or stop at a designated area for consultation. If after consultation there is no problem, the car will be able to restart in its established position. The "designated area" may be identified at the pre-race drivers meeting or communicated to driver(s) via one-way radio communication from IRS Officials to the driver.

**10** If the race is red flagged because of an accident, those cars involved will restart at the rear of all cars running on the same lap. If the race is called or declared complete at the time of the red flag, those cars involved will be scored at the rear of all running cars on the same lap, with the exception of any running car lapped more than one time.

**Example**: Race is red flagged and considered completed - the car involved in accident will be scored ahead of any car lapped more than once, only if the involved car is on the lead lap. The only exception would be if the involved car were also a lapped car.

**10a** Authorized Personnel only on Track or Infield: Once race cars have been presented to compete, the only personnel permitted on the racing surface or infield are IRS authorized Track Officials and the driver of the racecar. If involved in an incident/accident, drivers must remain in the racecar unless in immediate danger (IE: fire). No driver shall get out of their racecar for any reason other than to avoid imminent danger or upon approval by an IRS official. The driver may get out if the racecar is in the infield area and out of danger.

- ❑ All other personnel are not permitted to enter the racing area (racing surface or infield) unless requested by an IRS Official to assist during special circumstances. Crewmembers, Owners, and/or other personnel are not permitted on the track following an accident or injury unless permission is granted by an IRS Official.
- ❑ If uninjured, the driver should remove the steering wheel as an indication to the safety personnel that no immediate emergency services are required.

**11** When a race is stopped with the red flag, servicing will be allowed only on cars that have a flat tire. Only after permission from the pit steward a maximum of two (2) crewmembers per car will be allowed on the track only to change the tire(s) and check for proper inflation and/or stagger requirements. No other work or servicing may be performed. Once servicing is complete, the car serviced will restart at the tail of the lap it completed. Any service other than flat tire replacement will disqualify the car for the event. Cars returning to the pits will be disqualified. Cars must be ready for restart when called upon. Cars that are not ready upon the push-off of the first car will be penalized one lap. Drivers may get out of their cars, if needed, under a red flag only. No servicing will be permitted in heat race events.

**12** For feature race only: The last two (2) laps will be run under the green flag conditions if possible - one (1) green and one (1) white flag. In case of an accident late in the race, the Safety Director or Race Director may declare any race complete upon the waving of the red flag.

**13** If a driver has a safety problem, i.e. seat belt loose, helmet unbuckled, etc., he/she must stop at the start/finish line. Driver will be able to restart in his/her established position upon official approval.

**14** If a driver gets out of his/her car under a yellow flag while on the racing surface or the infield, he/she will be considered out of the race.

**15** A 360-degree spin will not count as a spinout unless it causes the yellow caution flag.

**16** A driver will be allowed one (1) spin. The first one will allow him/her to restart at the tail of the field; the second spin will put him/her in the pits.

**17** No driver change will be allowed after the green flag has fallen to start the race.

**18** Any car involved in a flip must be inspected by the Technical Crew. Restart is upon the decision of the Race Director, or Safety Director with guidance and consultation from the "tech crew."

**19** A lap is considered completed when all cars but the last four (4) cross the start/finish line (minimum 14-car start field).

**20** Once a car leaves the racetrack and sits for one or more laps in the infield, it may not re-enter the race.

**21** **Absolutely** no three (3) or four (4) wheelers will be allowed on the track before or during any race at anytime. Three or four wheelers may push racecars to the line for the main event only. No person under the age of sixteen (16) will be permitted to operate any motorized vehicle. Three or Four wheeled vehicles are approved for use by the Track Crew, Safety Crew, or Fire Crews as needed.

**-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

**Illini Racing Series Owners**

Joe Knippel  
Laverne Spencer  
Jerry Murphy

**Competition Board**

Laverne Spencer 815-474 1371  
Doug Orseske 815-464-7154  
Jerry Murphy 815-529-0137  
Loran Critchett 708-371-6482  
Joe Knippel 708-751-2227  
Mark Morey (Secretary) 630-888-7753  
Glenn Windstrup (Consultant)

**Engine Committee**

Glenn Ohlendorf  
Mike Bender  
Alan Gillis  
Mark Morey  
Keith Iaia - Revolution  
Racing Engines

**Driver Representatives**

Lamont Critchett  
Mike Adams Jr

**Officials**

Lon Lovellette  
Diana Orseske  
Marlene Murphy