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## ***2007 USLMRA President's Message***

### ***What a long, strange year it's been...***

In so many ways, 2006 was a banner year for USLMRA/STA-BIL racing. Racing was fun, operationally smooth and consistent. The STA-BIL National Lawn Mower Racing Series events were well-managed, hassle free and fun. Chief Stewarding, Tech Inspection, Timing & Scoring, Registration and Post-Race BBQ all added up to a great season.

A great deal of this success can be attributed to Charles Powell, Mr. Mowjangles, USLMRA Vice President of Operations, who passed way too soon on December 3, 2006, at age 50.

The legacy of Mr. Mowjangles lives on! Manny Torres has stepped in as National Chief Steward. Jim Witt continues as Chief Tech. Kerry Evans mows on as USLMRA Timing & Scoring Chief. Brooke Highline continues as VP of Administration. David Lewis keeps plugging away as USLMRA Webmaster. Tracy Donihue continues as Points Tabulator. Ken Jones clips along as USMRA Ombudsman and my Special Counsel. Cheryl Powell, Mrs. Mowjangles contributions for improving our Registration Procedures remains in place with Trudy Ast, Kerry Evans and Yours Truly stepping in to get er done. Charles has touched, humored, angered and MOWtivated each one of us to always do better, never accept the status quo. In his honor, our 2006 Pain In The Butt Award Winner, we rededicate our efforts.

Exciting things have been rolling out of Mow Central: our new [www.uslmra.com](http://www.uslmra.com) forum is up and mowing; our [www.letsnow.com](http://www.letsnow.com) web site has been redesigned; a new USLMRA membership and Local Chapter database is being rolled out and an (almost!) weekly "Mowments From Mow Central" membership e-newsletter is being sent to members.

I'm also very happy to see many USLMRA races being offered free to members, with no Race Day Registration Fee; insurance costs coming down thanks to our impeccable safety record and relationship with National Karting Alliance (NKA); Local Chapters being run consistently with solid by-laws and administrative structure; good ratings for our first year of Outdoor Channel TV shows and USLMRA remaining the leader in an ever-expanding sport.

The 2007 STA-BIL Nationals will be held in Delaware, MOWhio in cooperation with the Delaware Agricultural Society. We expect a big spectator crowd this year, as many other motorsports-related activities are planned for the weekend.



**Bruce Kaufman**  
***"Mr. Mow It All"***

Congratulations to our 2006 Driver of then Year, Troy Larson, who is shown on the 2007 USLMRA Membership Card and the Cover of the 2007 Cutting Edge Yearbook.

Racers on the scene prior to 2002 remember another good friend, Garrett Gray, "Dubba G." We lost DG on February 9, at age 42. "I was put here to make others happy. I believed in myself so others could." Garrett Gray, Sept. 15 1964 – February 9, 2007.

Charles and Dubba, the grass may be greener on the other side...but it still gotta be mowed!

### ***Here's to a fun, safe and friendly 2007 race season!***

Bruce Kaufman  
USLMRA President & Founder  
Mr. Mow It All  
May 3, 2007



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## 2007 STA-BIL National Lawn Mower Racing Series Schedule

\* == Double Header Weekend  
TV = Taping for Outdoor Channel

\* March 31-April 1, STA-BIL 12 Minutes of Avon Park  
Avon Park Mower Plex, Avon Park, FL

April 14, STA-BIL Kentucky Blue Grass Spring Nationals  
Redbud Festival, Barbourville, KY

April 28, STA-BIL Hog Fest in Historic Edenton  
Edward G. Bond Post 40 of the American Legion, Edenton, NC

May 5, STA-BIL Arkansas Mow Down Show Down  
Jonesboro, AR

\* June 9, STA-BIL Land of Lincoln Regionals  
Aroma Park, IL

\* June 10, STA-BIL Land of Lincoln Regionals  
Mendota, IL

\* June 23-24, STA-BIL Volunteer State Summer Nationals  
Goodner's Equipment, Ooltewah, TN

\* July 13-14, STA-BIL Bowles Farms Turf Battle  
Bowles Farms, Clements, MD

\* July 21-22, STA-BIL Great Lakes Summer Nationals  
Race for Huntington's Disease, Sparta, MI

\* August 10, STA-BIL Mower County Mania  
Mower County Fair, Austin, MN

\* August 11, STA-BIL 10,000 Lakes Mow Down  
Stevens County Fair, Morris, MN

TV \* September 1-2, STA-BIL Keeps Gas Fresh Finals & Challenge of  
Champions  
Delaware, OH

Nov 3, STA-BIL North Carolina Turf Classic  
Shelby Kiwanis Club, Hog Happnin, Shelby, NC

See [www.letsmow.com](http://www.letsmow.com) for details  
Schedule subject to change.

### Overview of USLMRA Racing Classes:

See USLMRA Rulebook at [www.letsmow.com](http://www.letsmow.com) for Complete Rules

#### IMOW:

This is a highly regulated class. The intent is to have as nearly identical mowers as possible so that this class is based on driving ability. Must be a full-size lawn tractor, front engine, steering column behind motor, stamped steel frame and manufactured as such, as delivered except for the modifications listed below. Mid engine frames are not allowed. Governed engines, 3650 RPM max. (No Load). Single-cylinder, valve-in-block engines not to exceed factory rating of 15 horsepower. Transmission or Transaxle must be shiftable and of lawnmower origin and gear ratio in highest gear is to be no less than 8 to 1 Example: while in the highest gear the rear wheels can turn no more than one revolution every time the engine rotates eight (8) times. No Veri-drives.

#### Prepared Classes:

Full bodied mowers with allowed modifications and engine size rules. Engines can be modified.

**A/P:** 8 1/2 hp limit. Usually older mowers that came with engines under 8 1/2 hp.

**C/P:** All single-cylinder overhead valve and two cylinder valve in block, 4 stroke engines, 20hp and under. 42" minimum unaltered wheelbase. Mid engine frames are not allowed. 6" minimum front wheels. 8" minimum rear wheels.

**S/P:** 12 hp Flat Head engine limit. Your more common late model lawn mowers.

**B/P:** Over 12 hp OHV single CYL, and up to 20 hp block V-twin CYL engines. This class sounds like a pack of Harleys. The V-twins can be built to over 40 hp with aftermarket engine parts. They have lots of power, but are big, heavy and a handful to drive. Fast and loud.

**F/X:** Factory Experimental. Engine limited to a single CYL up to 465cc (12 – 14 hp). Must be a mower engine. Lots of modifications allowed. Trans-Drive train open. This class, while restricted power-wise, is usually light and fast. It can have a kart clutch or torque converter drive systems.



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2006 USLMRA Driver of the Year Troy Larson thanks his dad, Ron for all his help and support.



Hello from the Arkansas Lawn Mower Racing Association!



Janet Witt, The Lawn Blonde (l-r), Jim Witt USLMRA Tech, and Bruce Kaufman, Mr. Mow It All are all smiles in Sparta, Michigan



Happy racers in Sparta, Michigan!



Jim Mikula throws his hands up and asks a Sparta, Michigan police officer: "Who, me?"



Donna Mikula (l) congratulates National Chief Steward Manny Torres after Manny's successful debut.



Ari Kaufman and Dale Becker



Congratulations to USLMRA racer Bobby Cleveland who set the World Land Speed Record on a Lawn Mower, 80.792 MPH, July 4, 2006 at the Bonneville Salt Flats!



## 2007 STA-BIL National Lawn Mower Racing Championships

The annual Labor Day Weekend STA-BIL National Lawn Mower Racing Championships will rock and mow at a new location in 2007, the Delaware County Fairgrounds, in the great state of MOWhio.

The U.S. Lawn Mower Racing Association (USLMRA) and the Delaware Agricultural Society will present the 16th annual STA-BIL Keeps Gas Fresh Finals, Saturday, Sept. 1 and the Challenge of Champions, Sunday, Sept. 2 at the Delaware County Fairgrounds, 236 Pennsylvania Ave., Delaware, OH.

"We are thrilled to welcome America's premier lawn mower racing event to Delaware," said Tim Wood, Delaware County Fair Board Director and Chair of the Motorsports Committee. "We've hosted USLMRA national points races for five years and are ready to host STA-BIL Nationals Weekend. We're going to kick grass."

STA-BIL Nationals weekend events will also include garden tractor pulls, a horse show and family entertainment, all at the home of the world famous Little Brown Jug harness race miles 20 miles North of Columbus.

The STA-BIL Keeps Gas Fresh Finals (Sept. 1) is the culminating event of the 15-race STA-BIL National Lawn Mower Racing Series. Points champions in six racing classes will be crowned, with the STA-BIL Challenge of Champions (Sept. 2)

matching the nation's fastest lawn mower racers at speeds up to 60 mph in deck-to-deck bladeless competition to determine the ultimate Titans of the Turf. The 2006 STA-BIL Nationals attracted 95 racers from 25 states.

The USLMRA was formed on April Fool's Day 1992, and tremendous response quickly turned the lawn mower racing into one of the largest growing grass roots sports the country has ever seen. Racers in the STA-BIL National Lawn Mower Racing Series travel across the country each season competing for points, trophies, glory and bragging rights. There are no cash prizes, and a sense of humor is not required, but strongly encouraged.

Sponsors include STA-BIL Fuel Stabilizer, which keeps stored gas fresh for quick, easy engine starts, 104+ Octane Boost, HEET Gas-Line Antifreeze, No Leak Automotive Sealers and Diesel Power.

The STA-BIL National Lawn Mower Racing Series has been featured on the Discovery Channel, ESPN2, the TV sitcom "Home Improvement" as well as in The New York Times, USA Today, Sports Illustrated, the Wall Street Journal, The Paul Harvey Radio Network, AutoWeek, Modern Maturity and the Southern Lawn Mower Dealers Newsletter.

For more information contact the USLMRA at (847) 729-7363, [www.letschow.com](http://www.letschow.com) or [www.delawarecountyfair.com](http://www.delawarecountyfair.com).

## The Chase for the Golden Blade

At the beginning of the 2006 racing season, members of the Michigan Lawn Mower Racing Association, a USLMRA sanctioned Local Chapter, issued a challenge to all other USLMRA Chapters. The challenge: try to win more trophies at USLMRA STA-BIL National Points Races throughout the season than the members of the Michigan Chapter. This challenge has now become the "Chase for the Golden Blade".

The rules for the Chase are simple. A Chapter is awarded one-point for each trophy that members of their group receive. The racer must be listed as a member of the Chapter to receive credit at the time of the race. Driver of the Year, Most Improved Driver, Rookie of the Year and the Dave Hertel Memorial Award will also count towards the final trophy count. The Golden Blade will be awarded at the conclusion of the USLMRA Awards' Ceremony, Saturday night, September 2.

The Chapter that is awarded the Golden Blade will get their Chapter name and the year scribed into the blade. The Chapter will be able to display the award at races, exhibitions, promotions and anywhere else they desire for the next racing season, as well as have bragging rights for being the fastest Local Chapter in the USLMRA. At the conclusion of the following racing season the blade will be given to the next Chapter that receives the most trophies. The blade will continue to be passed on each season with a new Chapter being added to the blade each season or the same Chapter if they continue to win the most trophies each season.

The Chase for the Golden Blade began in September, 2005 in Delaware, Ohio. It is the hope of the Michigan group that this award will continue for many years to come. The standings for the Golden Blade will be posted along with the class points on the USLMRA website.

Submitted by:

**Tracy A. Donihue**  
*Immediate Past President*  
*Michigan Lawn Mower Racing Association*

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**"All Go And No Mow"**

# ***Race day for a Local Chapter President***

***By Denis Beck, Wisconsin LMRA***

After a long winter getting venues lined up comes time to sit back and enjoy the race day. Race days start early for an LCP. I, with my team mate/partner, arrive at the track early to get the day rolling. I pace around a bit checking things out and then my fellow racers/friends start to filter in. It's early but a few of us are there early to make the day as smooth as can be for racers and fans.

First on the to-do list is help get registration set up. Once I'm sure they have all the necessary forms, etc., I check on Tech and a million other things. The past few years, Geri and Amy in Registration were the first contacts racers had, and what a way to start the day, with their smiles and quick wit everyone is in a good mood and looking forward to the next phase of the day... Tech. With Howie and company, it usually goes smooth as everyone knows the rules, but sometimes we'll forget the obvious, clamp or tape on terminals and they catch it and once it's fixed comes the funny stickers from Howie.

Randy is on the ball with signs being put up and what we all came for, The Trophies. Ray, our Race Day Chief Steward, shows up with his official look, radios charged, flags at the ready, lining up his track workers and drilling them on the day. With cooler full of ice and water for the workers, his day is only beginning. David Polzin is somewhere in the mayhem, along with his teammate and son, Darrin, both as worried as I the day will run smooth, making sure banners are just right, keeping the pits in line, helping toss hay bales, setting up track. I'm sure glad they brought the canopies for registration and Tech, and the table for Geri and Amy.

So far so good, now some mower pacing hoping to fill the race grid, and fill it we do. All the pre race work is paying off, the day is going smooth, everyone is signed in and then it's to the drivers meeting. Usually it's short and sweet but sometimes I have to remind racers of a few things, like passing on caution, bumping and banging and being ready for your race and lined up before we enter the track, reminding them we're here to have fun. All these little things that make a good show for us and the fans, because when it's all done there's some cold adult beverages waiting as a reward for a job well done.

The next phase of the day is practice, we do things a bit different, but the racers love it, we have open practice for all classes, with Ray looking on allowing a safe amount of racers on the track, do a few laps to check out the set up and the track. Once everyone has had their chance it's a short break, and then practice by class. The practice time gives everyone a chance to rework the mower for the heats that are coming up. If time permits we will have another open practice for those that wish to put on a few mower laps.

Now we're nearing race time. Boy I hope I remembered to let the venue know we need the National Anthem. "All Racers and Mowers on the track" comes the announcement, It's time to start the intro and National Anthem, then, it's racers to the grid per class. With racers on the track lined up across from their mower at the ready it's Hot Rod Johnson our head flagger who has everyone's attention, not because of the chewed off stogie, but because you never can read how he'll drop the green, and they're off.

The first class of the day for the 2006 season was IMOW, and what a class it is. All the mowers built basically the same, so some very close racing is ahead, with some minor contacts and no one running away with the victory it's going to be anyone's race to the checkered flag. Next up is the AP heat. These little mowers pack a punch for their size, with a modified 8 HP motor these things scoot right along, most are older than some of the race drivers but offer some great speeds and challenges. Next up the SP class, this is where it all started up in Northern WI. The 12 HP highly modified flat head, by far our biggest class with upwards of 20 mowers so you see some awesome racing by the Nation's best man and mowchine.

Up next is a class that is as grass roots as you get, Stock. Yup, take off the blades and race, we don't need lap counters for this class, a calendar maybe, as these are ready to tame the lawn when they're done here. In 2007 the stock class will go away but in its place the CP class, this will be the class to watch as no one knows what to expect. Next up the BP class, holy cow they don't sound anything like a mower but they started life as one. With the highly Modified V-Twin mower engine these things are LOUD and fast, for the first timer or the veteran to the track the goose bumps just can't be helped. This class is really the crowd pleaser for the sounds they make. Once the dust clears it's to the FX class. Factory Experimental, I'm sure none of the racers work at a lawn mower factory and one look at these sexy mowers it's a good thing. With serious sod stripping power you wouldn't have any grass to mow. These are the Formula One mowers of the series. With many changes that can be made to these, they barely resemble a mower, but at one time they were. These things are small and powerful, quick, sexy, and agile and probably the fastest mowers on the track come race day.

With the adult classes out of the way come our two kid's class, Stock and JP. This was new for 2006 and will return in 2007, with the JP running the same rules as the adult IMOW class, a qualified youth can feel the same rush, and competition as the adult classes, making this truly a family sport. Once the last trophy has been handed out it's time for a cold adult beverage, SKOAL, can be heard all over the pits for a day well done!!! After everything is torn down, some stories told, we look forward to doing it all again in a week or two. Yeah, a lot of work goes into putting on a quality show, but we have many here that work as hard as I to "get ur dun" and without everyone's help and dedication WILMRA wouldn't be where we are today. I'm proud of what we've got, some say "It's only Lawn Mower Racing" you're right, but to some of us it's a whole lot mower, it's a lifestyle. As quoted from Charles Powell, Mr. Mowjangles himself, "It's a family reunion you want to go to" and I'm very glad to be a big part of it. So if you get a chance, go to the track and check out a USLMRA-Sanctioned Lawn Mower Race, you will be pleasantly surprised!!!!

***Denis Beck***

***Pres. WILMRA***

***WWW.WILMRA.COM***

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"Nothing is foolproof to a sufficiently talented fool"







Kerry Ast (r) USLMRA National Anthem singer.



Pete Larsen, Middle Tennessee LCP



Scott Thieme, Florida, SP



Rodney Peeler, East TN LMRA President #397, chased down by Mark Violette #018 in the BP class.

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## ***Charles Powell Mr. MOWjangles Award***

March 21, 2007  
First Day of spring

On December 3, 2006, Charles Powell passed way. Suddenly, unexpectedly and way too soon. Charles was USLMRA VP of Operations, President of the Lone Star LMRA, Winner of the 2006 Pain in the Butt Award and simply, Mr. Mowjangles.

Charles was a tireless and MOWtivated racer, staff member, Chapter President, Chief Steward and key leader of the USLMRA.

Implementing the Local Chapter system, designing our new membership database, providing guidance for new Chapters, updating the annual Rulebook and graciously accepting the Pain in the Butt Award at the 2006 STA-BIL Nationals Weekend were just some of his accomplishments.

With a great sense of admiration, Texas humor and Yankee sarcasm, I announce the annual USLMRA Charles Powell Mr. Mowjangles Award.

The Charles Powell Mr. Mowjangles Award will be presented to one USLMRA Local Chapter President, Local Chapter Board Member or Local Chapter Official who epitomizes the spirit of Charles Powell.

Charles Powell was the driving force behind the USLMRA Local Chapter System. His support, guidance and forward-thinking are what has made the LC System so successful.

USLMRA members and staff can submit an essay, in writing, nominating a candidate who is deserving of this honor. Essays can be submitted in any written format, and must be submitted to Bruce Kaufman, USLMRA President. All entries submitted by the start of the annual USLMRA Awards Banquet on the Saturday night of Labor Day Weekend will be considered.

The USLMRA President will select the Honoree. The Honoree will be announced at the Saturday Night Racer Banquet during STA-BIL Nationals Weekend. The winning essay will be read by the USLMRA President. The Nominator and/or the actual Honoree does not have to be present at STA-BIL Nationals Weekend.

*Following are words from Cheryl Powell, Mrs. Mowjangles.*

Charles was a fortunate man. The three things he loved most in the world were his family, his job and lawnmower racing. How many people can say they spend their days doing what they love, in one capacity or another?

Charles loved everything about lawnmower racing: the preparation, travel, excitement, the adrenaline rush and, most especially, the people. He also loved doing whatever he could to make the sport better. He was constantly thinking, mulling, tweaking – just trying, in some small way, to make it something for everyone. No one will ever know how much of himself he gave.

This award is exciting because it means someone who is working just as diligently as Charles always did will be recognized. If the recipient is anything like Charles, he/she is pretty much behind the scenes and wants no recognition, which is all the more reason for accolades.

These are the people who make things happen and keep things running smoothly, yet no one knows unless something goes wrong. They spend countless hours arranging, meeting, editing, mediating, putting in physical labor, on the telephone, sacrificing time with family and friends and sometimes their own dollars to make the Local Chapters work. They step up when called upon and just roll up their sleeves and get to work. They are leaders, and like many good leaders, they stand back when it is time for applause.

With this award comes a small token of appreciation for all the work that goes into this crazy, wonderful sport of lawnmower racing. As long as these people are willing to continue to give of themselves it will only get better and better. Tyler & Cyrral, Cody, Mama MOWjangles and I can think of no better way to honor him.

***Bruce Kaufman***  
***USLMRA President***  
***March 21, 2007***  
***First Day of Spring***





## ***Remembering Charles Powell, "Mr. MOWjangles"***

A few years back my good friends Cheryl and Charles Powell gave me a Dictionary of the Texas language. Turning to page 9, I came across the word "evurwonsinawhahl," – which means periodically, but infrequently. For example, used in a sentence it would go something like: "Everwonsinawhahl someone comes along that significantly changes your life and those around you for the better."

Turning to page 18, we find the word "reeyul." Used in a sentence, it could be: "Not having Mr. Mowjangles around is gonna be reeyul hard."

And, flipping back to Page 7, we come across "defnutly." "Charles Powell, our Pain in the Butt, we're defnutly gonna miss ya."

CP was buried in his Chief Steward shirt, with a signed hat from the Lone Star LMRA and a Mr. Mowjangles sticker on the casket. He had his usual grin on his face, like he just won an argument, and was reveling in his customary self-satisfaction. We had a few laughs about that.

Back at the TajMowHall, also known as Charles and Cheryl's place, his AP mower was still on the blocks, wires still connected to some diagnostic machine, tools at the ready.

At Charles' funeral on December 6, 2006 I was honored to be a pall bearer and speaker. John Nelson, Lone Star LMRA Vice President and Bobby Cleveland, veteran racer were also pall bearers. Delitta Wiggins, Bobby's girlfriend also flew in with Bobby from Atlanta. John Nelson also was honored to speak at the service, and he did so most eloquently.

I can say so much more, but I'll leave it some of "yaw!" (Page 24: "the collective second person singular, never you-all; can also be spelled y'all").

### ***Bruce Kaufman***

***USLMRA President***

***Mr. Mow It All***

***December 11, 2006***

***Glenview, Illinois. Yankee Land. Somewhere North of Texas***

We have lost a great friend, racer and President of the LSMRA this weekend unexpectedly. Although Charles was only 50 years old and in good health, he did have issues with breathing during sleep hours. Charles and I spent many hours on the road and in hotels and motels all across the county racing mowers. He always kept me awake with his snoring and grunting. You did not get much sleep on the road.

Even with all the night noises and lost sleep, I would gladly lose sleep to have my good friend back. I will miss his humor, food on a stick, constant checking, all night driving, two wheel race driving, and discussions of the benefits of the value of corn as a fuel and food source.

I did get to have lunch with Charles on Wednesday (Nov. 29). He was in great spirits on the pending hunting trip with son Cody and friends. We discussed the 2007 season and I was able to give him his 2006 second place Texas Championship Award for the SP class and his 2006 LSMRA shirt and cap and his "stick award". He had a great big smile when I last saw him Wednesday afternoon.

### ***John Nelson***

***Vice President***

***Lone Star LMRA***

***Sir LawnsALot***

First of all I want to send our prayers to the Powell family and all of the friends who CP touched. I know this is a very painful time but believe CP is in a better place and time will heal the wounds of those of us that are still here.

I remember Charles: I remember when he won his first USLMRA race. I was there. I saw it. It was in Bunnell FL., in 2001. It was the 2nd year of S/P class. #12 David Zaremba out of Kerry Evans racers kicked everyone's tail to win the first S/P championship, and was out to defend it. Palm Coast as it was first called was really in Bunnell, FL. It was the USLMRA's first race of the season and was in April. For us Florida boys and girls it was the new closest USLMRA race since we used to have to travel to the great Decatur Alabama to race a US race.

David was hot and was the man to beat. A yellow flag tightened things up. Charles was in hot pursuit. He was all over the back of Dave on the restart. At the white flag it was neck & neck. In the last lap on the last corner a slower mower was a roadblock. Dave went one way and Charles the other. The checkers fell and Charles had won his first USLMRA Points race by a tire. We cheered and Skoaled his victory hoping one day we would be able to get our own first US points race checkered flag. Skoal CP, Skoal.

### ***Joe Gillians #15 f/x Florida.***

***Founder***

***Florida Lawnracing Association***



# ***The Measure of a Man***

***By Don Gienger***

So what is the measure of a man? How do you sum up ones life here on earth? How would you grade a man on what he has done for himself, his family and his friends?

I am not sure there is any measurement or grade that can be given to anyone of us. I mean we have all failed in one way or another. But don't lose all hope. As we travel on this spinning ball in space we do have some influence on others and we do make a difference. The trick is to do as much as we can with the time we are given. Yes that is the hardest thing of all. To get as much done before our time is up. We never know when that time comes so we have to do as much as we can thinking all the while we don't have that much time. It will all end tomorrow.

You see it is like a test in school. We all have had them. Time tested. We were graded on what we could get done in a certain amount of time. The more right answers we did reflected on even the few questions we could answer. So is it with our lives here on earth!

I got to tell you I knew Charles in many ways. As the Founder of the North Dakota LMRA I got to talk with him about racing and what to do and how things are done. As a customer I got to sell Charles parts and he spoke well of me and my abilities. As a fellow racer I got to race with him at some of the USLMRA across the country. As The Chief Steward I got to sit in on what he had to say about the race that was about to unfold and what to expect about the flagging to track conditions. As a fellow father and husband I got to know his wife and boys. Although I never met his boys I did meet his wife.....the loving Cheryl. And for his boys he always talked about them. He was a proud father.

His time here on earth was spent no different than anyone of us would do. Job, raise a family and having hopes and dreams. And along the way meet and greet lots of people. He used to kid me about being so far north and how Cheryl and he would come see me some day since they liked to travel to far off places. He used to also kid me about being so cold and how Santa at Christmas time would have to use my roof on my house to take off as I live so far north.

I used to tell him if it weren't for the HOT air coming out of Texas and the humidity that ND would never warm up and have crops growing in the fields. I would always see a Christmas card from Cheryl and him this time of year too. So! You might think. Well it is the off season and while I am sure it was all Cheryl's idea I got one anyway and it made me feel special because they were thinking of my family and I, way up here in North Dakota.

I don't care how well Charles and I got along; it didn't matter. We both knew where we stood with each other. He was a Man's man!! He could stand in a crowd of angry drivers complaining about conditions or flagging and he would just stand there and take it all in. Then.....with a short pause.....he would tell you what was going to happen. Oh sure you might not like it, but everyone had to live with it.

I get to tell you the truth when I say I will miss him dearly. I just saw him and Cheryl at the Minnesota races last August. I hope and pray for the Powell family to have faith. I hope they can get past the pain and enjoy the life and time spent with Charles, a father and a husband.

I wish the same for all of us. While we may have been the one at the track that got into it with him about whatever I hope that you can see past that and see the loss to all of us. But mostly the loss to his family.

So how would he measure up? What kind of grade did he get while here on earth for a very short time? Truly, God only knows. All I can say is I can't measure him or grade him without looking at myself. In doing so I hope I stack up half as good as he did. I hope I can do some of the things he did in his life and I hope to have some of the success he did.

They say everything in TX is BIG!! I just hope Heaven has room for him!! So I guess he gets an A+ in my book.

## ***Don Gienger and Family***

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## ***From Kevin Penne, 15-year USLMRA Racer***

Super Chuck was my true friend,  
like true love, right to the end.

He had lots of spunk and his own flare,  
and unlike me, had all his hair.

He loved to race, he loved to drive,  
I wish Mow Jangles was still alive.

Rules, talk, etc., bench race all day,  
Not enough hours for what we could say.

Polite, a listener, a real Southern guy,  
He'd tell ya straight, look ya right in the eye.

I guess the Lord had a problem in turn two.  
What the hell are we supposed to do?

You know when you're racing Chuck'll be there,  
And he'll pull the black flag, so you'd best beware.

I liked that ol' boy, I thought he was cool,  
When he'd school ya, he wouldn't make ya feel like a fool.

We had great times, and I'll never forget,  
Every single one of them, I'll never regret.

So do a good job, Mow, for the Lord,  
And we'll hold the fort with our Mow Jangles sword.

-Amen-



I'm recalling the first time I met "Mr. Mowjangles", and the gentleman that he was. 1999 was the year. Also recalling the time he and Cheryl invited me into their home after a race nearby. We stayed up into the wee hours of the morning talking about racing, relationships and love.

An amazing man, but moreover, an amazing couple. Since retiring from racing, there hasn't been one man I've met that has been as sincere and interested in his fellow man as Charles, plus his passion for his racing (in my estimation) was unmatched by any other.

After a long drive to the race track (during my time of racing, 1998-2003), Charles and Cheryl would be one of the first I'd go looking for upon arrival. I don't believe there was anyone that didn't like Charles. He was a great competitor and a good friend. He will surely be missed.

From Sod Slingin' to Angel Wingin' - I'll miss you Charles! Save me a spot up there, just like you used to in the pits! Please?

### ***Michael (Blades of Thunder) Bonville*** ***(First race 1997 - Retired 2003)***

At times like this being an LCP doesn't pay enough... As others have suggested I've sat at my keyboard several times over the last few days, looking for words on behalf of the North Dakota LC, that might afford Cheryl and family some comfort. And again, as others have stated above, there simply are none in the unexpected loss of a loved one.

My problem in this respect is compounded by the fact that I only had opportunity to meet Charles once, in my brief foray in the USLMRA to date. When I started this task of offering condolences on behalf of the ND chapter, I felt I didn't know Charles well enough to do this task justice, but the more I read the comments of others, and having read his obituary, I feel our brief passing in the race we call life offered significant insight into Charles Powell.

I keep thinking back to Morris, MN and the evening I spent in the announcer's booth in the company of Cheryl. It began to rain about the time things were to get underway and Charles radioed up for me to call the drivers meeting at the bleachers on the back stretch. Cheryl inquired, "In the rain?!" to which Charles simply replied, "They got to race in it; they might as well get used to it now."

So much of what I've read about Charles has afforded this same straight forward no nonsense approach to much of what he did in life. While others had fun racing until the bottom fell out, and had fun thereafter playing in the mud, Charles simply had fun standing before the crowd, proudly displaying the STA-BIL colors, trying to give the crowd the show they paid to see, and trying to keep his shirt clean with mud flying on all sides. His dedication and professionalism that night, was to say the least, admirable.

Although there is little any of us can say to ease the pain and suffering we all know you and the family are experiencing Cheryl, I think I can speak for most by stating, we hope in some way you and the family find some comfort in understanding that the burden of your loss is shared by many throughout the lawn mower racing community, you are not alone in your suffering; you are not alone in your loss. We will all miss Charles deeply.

Vaya Con Dios Charles... Get the track ready for us, and order sunny skies!

### ***Rocky Thomas*** ***North Dakota Lawn Mower Racing Association***



Ari and Zoe Kaufman



Al Minaker, the Lawn Monkey, Wisconsin.



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From the time Bruce called me with the sad news, I didn't know what to say. I have been in shock since. When I wanted a race number when I started racing I spent a considerable amount of time on the phone with Charles. We came up with 580. When I wanted to start a Local Chapter I spent a considerable amount of time on the phone with Charles. We came up with PALMRA. Charles first words about the Chapter were they want to race but they can't build them. We came up with build clinics.

Charles, my racing guide, mentor, pain in the butt. Charles, my friend. When Charles would be lining up the grid I would always line up a little "wrong". Charles would give me the "look". When I moved into line he would have a little smile and maybe shake his head as he went down the lineup.

Here are some lines from Garth Brooks The Dance...."looking back on the memory of the dance we shared 'neath the stars above, for a moment all the world was right, how could I have known that you'd ever say goodbye? And now I'm glad I didn't know the way it all would end, the way it all would go, our lives are better left to chance, I could have missed the pain but I'd have had to miss the dance."

God speed my friend. Thoughts and prayers for Cheryl and all the Powell family.

**Tom Lavalette**  
**President**  
**Pennsylvania LMRA**

P.S. Even though the grass is greener on the other side, you don't think Charles will mow it.

**Words submitted by Michael Bonville**

Sung to the tune of Mr. Bojangles by Jerry Jeff Walker...

I knew a man Mowjangles and he'd race with you  
 With worn out tires  
 Black and white mower and ragged brakes over potted plants  
 He did the old soft tire  
 He raced so fast, he raced so fast  
 Then he'd try to slow down

I called him on my cell from my machine  
 I was down and out  
 He looked to me to be near my age  
 As he spoke right out  
 He talked of life he, talked of life  
 He laughed, swigged his beer a bit

He said the name Mowjangles and he raced a lap, across the track  
 He grabbed the stick for a better stance then he shifted to high  
 He kicked his wheels  
 He raced the first half, and he raced the second half  
 Dirt track mowers all around

Chorus:  
 Mr. Mowjangles  
 Mr. Mowjangles  
 Mr. Mowjangles  
 Race

He mowed for those at tractor shows and county fairs, throughout the South  
 He spoke of beers and many years how his wife and him, traveled about  
 One night he died, he up and died  
 After twenty years we'll still grieve

He views a race now at every chance from heaven for wings and trips  
 But most o' the time he spends 'side the prince of peace  
 He thinks a bit  
 He looks in the book, and as he looked in the book  
 Dave Hertel said with ease

Chorus:  
 Mr. Mowjangles  
 Mr. Mowjangles  
 Mr. Mowjangles  
 Race



"I always say that going to a lawnmower race is like going to family reunions that you actually want to go to! Why else would I spend so many of my spare weekends traveling around the country just to work a race? It's because I enjoy the company and camaraderie of my fellow racers."

- Mr. MOWJangles

**Charles Powell**  
 May 3, 1956 December 3, 2006

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MATT BROWNING**



# 2007 Delmarva Lawnmower Racing Association "Turf-Warriors" USLMRA

Greeting from the Delmarva (Delaware-Maryland-Virginia) Lawnmower Racing Association.

As we mow on in to the 2007 Delmarva Lawnmower Racing season we have much to be thankful for. During the 2006 season we provided the Delaware, Maryland Virginia regions with entertaining, safe, fun and family-oriented races.

When we began this journey in September 2005, the Delmarva LMRA had set goals for the future and at this time we are well on our way to achieving these goals. Our organization has continued to grow, and several of our members have proven that they can venture out to any STA-BIL Series USLMRA National Points Race and run with best. We continue to have first time racers full of enthusiasm and mowtivation join our ranks. This was shown during a recent points race where our number "1 Rookie" Joey Nahas demonstrated his driving skills by doing a 360 on 2 wheels without ever losing control and continuing to mow on and finish 5th in a BP race in Edenton, North Carolina.

The highlight of our 2006 racing season had to be our Season Championships Finale held in beautiful Blobs Park in Jessup,, Maryland. Champions were crowned in all classes and presented beautiful large Championship Cups and everyone departed for the winter break with memories they will not forget.

In support of the USLMRA STA BIL Points Series, Delmarva co-hosted along with Tommy and Tina Bowles a Double Header in July, 2006 and to my amazement, 70 Mowers were present for 2 days of exciting and challenging racing, and I mean challenging!. With the weather being the challenging part! With many of the defending National Champions on hand, the crowd was treated with two days of spectacular racing.

2007 is shaping to be a challenging and competitive season. Once again on July 13 & 14th we will co-host our Double Header at Bowles Farms. If you haven't been there before, well you have really missed out on a first class event. As always I extend this invitation to all and hope to see you there. We will close out the 2007 season with the Delmarva Region Championships to be held once again at Blobs Park in Jessup, Maryland in October.

If you happen to have an open date on your calendar Mow on Down to Delmarva Country, with your mower in tow, stop by and join us on the track and enjoy the hospitality of the Delmarva Turf Warriors. We'd be glad to have you!

Congratulations to all! We look forward to seeing all Sod Warriors during the 2007 season.

Listed below are the Delmarva 2006 Season Champions:

## **Delmarva 2006 Special Awards:**

Driver of the year: Jackie Andrews  
Most improved driver: Cliff Stout  
Rookie of the year: Bobby Gomoljak  
Mechanic of the year: Wally Bender



Manny Torres

## **Delmarva 2006 Points Champions:**

Kids Stock: Dawn Filos  
Adult: Stock: Josh Knapp  
IMOW: Rich Schafer  
AP: Manny Torres  
SP: Jackie Andrews  
BP: Chuck Shenk  
FX Paul Sterner

John Nelson (#61), President of the Lone Star Mower Racing Association and Richard Lively (#124) battle it out in Avery, Texas, July 1, 2006



## 2006 STA-BIL Challenge of Champions Winners

### Stock Challenge Winners



### SP Challenge Winners



### FX Challenge Winners



### BP Challenge Winners



### IMOW Challenge Winners

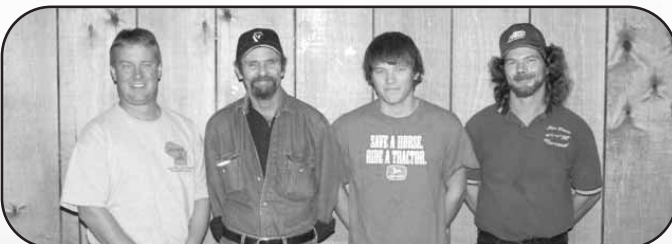


### AP Challenge Winners



## 2006 Big 4 Award Winners

Troy Larson, Mike Leonard,  
Kyle Ast, Tom Ast





## 2006 US Points Champions

### BP US Points Champions



### Stock US Points Champions



### AP US Points Champions



### FX US Points Champions



### IMOW US Points Champions



### SP US Points Champions



## USLMRA Special Award Winners

### Driver of the Year

2002, Tim Hamilton, Alabama  
 2003, Janet Witt, Florida  
 2004, George Herrin, Tennessee  
 2005, Jayson Mikula, Michigan  
 2006, Troy Larson, Wisconsin

### Rookie of the Year

2002, Rich Yeager, Florida  
 2003, Tim Ragsdale, Tennessee  
 2004, Tanya Ragsdale, Tennessee  
 2005, Craig Pond, Michigan  
 2006, Kyle Ast, Florida

### Most Improved Driver of the Year

2002, George Herrin, Tennessee  
 2003, Tim Robison, Texas  
 2004, Jayson Mikula, Michigan  
 2005, Tracy Donihue, Michigan  
 2006, Tom Ast, Florida

### Dave Hertel Mowtivation Award

2005, Art Neavill, Michigan  
 2006, Mike Leonard, Ohio

### Charles Powell Mr. Mowjangles Award

2007

### The Dubba G Everyman Award

2007



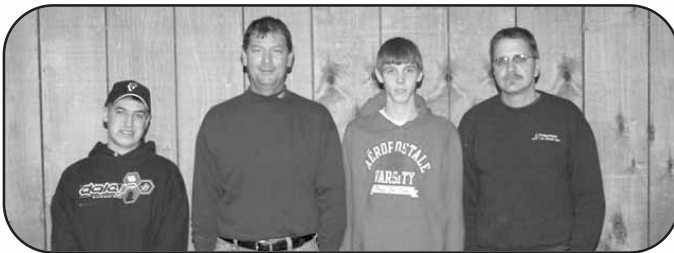
2007 Sta-Bil Lawnmower Racing Series

## ***2006 STA-BIL Final Point Champions***

***Stock Finals Winners***



***AP Finals Winners***



***BP Finals Winners***



***FX Finals Winners***



***SP Finals Winners***



***IMOW Finals Winners***



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## 2006 STA-BIL Keeps Gas Fresh Finals Winners

| <b>STOCK</b> |                | <b>AP</b> |                 | <b>BP</b> |                  |
|--------------|----------------|-----------|-----------------|-----------|------------------|
| 1st          | Carolyn Blair  | 1st       | Dale Becker     | 1st       | Jayson Mikula    |
| 2nd          | Tom Dahl       | 2nd       | Troy Meyers     | 2nd       | George Herrin    |
| 3rd          | James Cook     | 3rd       | Bill Vinka, Jr. | 3rd       | Jim Mikula       |
| 4th          | David Lande    | 4th       | Kyle Ast        | 4th       | Tom Ast          |
| 5th          | Mary Ann Nimtz | 5th       | Randy Stys      | 5th       | Michael McKeenan |

| <b>IMOW</b> |                   | <b>SP</b> |              | <b>FX</b> |               |
|-------------|-------------------|-----------|--------------|-----------|---------------|
| 1st         | Bobby Cleveland   | 1st       | Keith Hiller | 1st       | Chuck Miller  |
| 2nd         | Art Neavill       | 2nd       | Troy Larson  | 2nd       | Kevin Penne   |
| 3rd         | Charles Bowen     | 3rd       | Richard Webb | 3rd       | Mike Miller   |
| 4th         | Bryan Wood        | 4th       | Denis Webb   | 4th       | Tom Ast       |
| 5th         | Chris Vanmastrich | 5th       | Joe Pearce   | 5th       | Greg Honchell |

## 2006 US Points Champions

| <b>STOCK</b> |                | <b>AP</b> |                | <b>BP</b> |                 |
|--------------|----------------|-----------|----------------|-----------|-----------------|
| 1st          | Carolyn Blair  | 1st       | Dale Becker    | 1st       | Jayson Mikula   |
| 2nd          | Mary Ann Nimtz | 2nd       | Bill Vinka Jr. | 2nd       | George Herrin   |
| 3rd          | Nancy Vinka    | 3rd       | Kyle Ast       | 3rd       | Tom Ast         |
| 4th          | David Lande    | 4th       | Manny Torres   | 4th       | Bobby Cleveland |
| 5th          | Vernon Downs   | 5th       | Janet Witt     | 5th       | Chuck Miller    |

| <b>IMOW</b> |                 | <b>SP</b> |                | <b>FX</b> |               |
|-------------|-----------------|-----------|----------------|-----------|---------------|
| 1st         | Bobby Cleveland | 1st       | Troy Larson    | 1st       | Chuck Miller  |
| 2nd         | Art Neavill     | 2nd       | Keith Hiller   | 2nd       | Kevin Penne   |
| 3rd         | Craig Pond      | 3rd       | Scott Thieme   | 3rd       | Mike Miller   |
| 4th         | Greg Oke        | 4th       | Pete Larsen    | 4th       | Tom Ast       |
| 5th         | Jim Keech       | 5th       | Eric Hollinger | 5th       | Greg Honchell |

## 2006 STA-BIL Challenge of Champions Winners

| <b>Stock</b> |                | <b>AP</b> |                 | <b>BP</b> |               |
|--------------|----------------|-----------|-----------------|-----------|---------------|
| 1st          | Carolyn Blair  | 1st       | Dale Becker     | 1st       | Jayson Mikula |
| 2nd          | Mary Ann Nimtz | 2nd       | Bill Vinka, Jr. | 2nd       | Darrin Polzin |
| 3rd          | Tom Dahl       | 3rd       | Kyle Ast        | 3rd       | Chuck Milller |
| 4th          | Dave Lande     | 4th       | Troy Myers      | 4th       | Jim Mikula    |
| 5th          | Janes Cook     | 5th       | Randy Stys      | 5th       | George Herrin |

| <b>IMOW</b> |                 | <b>SP</b> |                | <b>FX</b> |               |
|-------------|-----------------|-----------|----------------|-----------|---------------|
| 1st         | Craig Pond      | 1st       | Troy Larson    | 1st       | Kevin Penne   |
| 2nd         | Bobby Cleveland | 2nd       | Keith Hiller   | 2nd       | Chuck Miller  |
| 3rd         | Greg Oke        | 3rd       | John Vinka     | 3rd       | Mike Miller   |
| 4th         | Bryan Wood      | 4th       | Eric Hollinger | 4th       | Greg Honchell |
| 5th         | Glen Essex      | 5th       | Heath Marlin   | 5th       | Tom Ast       |



# ***USLMRA Announces Annual Dubba G Everyman Award***

"I was put here to make others happy. I believed in myself so others could." Dubba G

April Fool's Day, 2007

On February 12, 2007, the USLMRA racing community lost another dear friend, Garrett Gray, "Dubba G." of Duncanville, Texas. DG knew he was going to pass away. Indeed, he allowed me to share the news with the racing community prior to his passing, which I did. The warm wishes and personal missives were shared with him and they meant so very much.

In the final months before his passing, we spoke often. Dubba and I decided that he, himself would choose his legacy in his own way, in his own words.

Dubba G and his trusty steed, Geronimow, were known across the land. TNN, The Dallas Morning News, Sports Illustrated, newspapers here and there – the names Dubba G and Geronimow are known from Mandan, North Dakota to Avon Park, Florida; from Duncanville, Texas to Wisborough Green, England.

Dubba G was the perfect "Racer Liaison" and problem solver. He could talk to anyone; solve problems, so we made him a staff member. Dubba loved the gift of gab, so we made him a race announcer. Dubba loved to eat, so we had him cook the steaks after the races. Dubba G loved to socialize, so we made him Chief Gadfly. What a great guy.

Therefore, today on April Fool's Day, I'm proud to share the following words from Dubba G to announce the creation of the annual Dubba G Everyman Award. Why "Everyman?" Because Garrett Gray was every man: a good, solid family man, a hard worker in his day jobs, a middle-of-the-pack racer, highly MOWtivated for lawn mower racing, and a guy who "found his people."

From Dubba G  
Let's get started.

1. We are looking for people with dedication, integrity and conviction to stand up for what they believe, even when unpopular. Examples: The Witt's, Brother Bob Frennesson, Bob Stormer in some cases (actually, I think he may have fit this part of it more then we guessed.)???!?
2. The candidate will carry a positive disposition. Obviously, game face before the race doesn't count. Examples: The Witt's, Big Tim Robison, Dave Hertel.
3. Actions on the track, including driving style, will show gentlemanly demeanor. Not necessarily always deferring to other drivers, but not creating unsafe situations. Their competitive spirit needs to be tempered with a "spirit of a sound mind".  
Intentionally running people off the track, running into or bumping and/or ignoring Safety Crew repeatedly will disqualify a candidate.
4. Candidates are willing to help others. When times of need arise, sacrifice is not uncommon, willing to volunteer, add a hand, step up to the plate. Examples: Dave Hertel, Joe Gillians, Kerry Evans, Dink and Mavis Strunk.
5. Enthusiasm is key. They want to be here, at the race, in the paddock, at the driver's meeting, their excitement will help the group's positive energy grow and surge just by their presence. Examples: Dink Strunk, The Witt's, Michael Bonville.  
Similar to #2, but more encompassing. People like being around the candidate or at least don't mind their presence.
6. General knowledge of what's going on race day, race track, in the paddock, in general. This would imply that first month rookies may not fully qualify, but depending on their learning curve, they could be in the running. This doesn't mean they have to know everything, but a good solid understanding of how things work is the basic idea.
7. Most important, at least to me, is their Sense of Fair Play. We have all seen racers over the years that possess some or a few of these qualities, but when bump comes to shove, this particular attribute gets left behind or thrown out the window, depending on the situation. This applies on the track, negotiations during the rules committee, arguments about rules infractions and who gets the last beer after the race.
8. Comes prepared to help. Spare parts, rope to hang clothes, share knowledge, extra mower to run on race day in order to keep accumulating points for the season. Having made preparations to help others in advance, knowing someone will need something. #4 shows the willingness, #8 exhibits the forethought to add extra supplies, etc.
9. One of the traditions I enjoyed most was having a steak and a beer (or mower) after the race. I know most people want to run home. But there is always a few that will stick around or meet you on the way to the airport. This one is a bit hard to wrap your arms around, but I think this is part of the mix.
10. I always preferred plaques. Trophies can be hard to store, but there's always room for a plaque. A lot less dusting along with less space used.

This should give you an idea of what I have been thinking.

DG

The Dubba G Everyman Award will be presented to one USLMRA Member based on the above criteria.

USLMRA members and staff can submit an essay, in writing, nominating a candidate who is deserving of this honor. Essays can be submitted in any written format, and must be submitted to Bruce Kaufman, USLMRA President. All entries submitted by the start of the annual USLMRA Awards Banquet on the Saturday night of Labor Day Weekend will be considered.

The USLMRA President will select the Honoree. The Honoree will be announced at the Saturday Night Racer Banquet during STA-BIL Nationals Weekend. The winning essay will be read by the USLMRA President. The Nominator and/or the actual Honoree does not have to be present at STA-BIL Nationals Weekend.

May the spirits of Dave Hertel, Charles Powell....and Dubba G live on.

***Bruce Kaufman***  
***USLMRA President***  
***April Fool's Day 2007***





# ***Memories of Garrett Gray, "Dubba G"***

## ***A Man Out Standing In His Field***

On behalf of the members of the U.S. Lawn Mower Racing Association, Dubba G's brothers and sisters...

I made it to Dallas last Monday just in time....

Just in time to see my man Dubba G. Just in time to hand him some t-shirts, goodies and a British Flag. Just in time to rub his bald head for good luck just one mow time. Just in time for him to see me. Just in time before he bagged his last clippings, and headed for the big back yard in the sky.

Did you ever meet someone for the first time and immediately take a liking to them? I'm sure you all have. I first met the guy, and just plain liked him from the get-go! His humor, personality, humility, ability to fit into any situation and his gentlemanliness were immediately apparent.

Cheese cake shaped like a lawn mower in Palm Coast, Florida...table surfing at a pizza joint in Marysville, Ohio...hoisting a huge trophy in Mendota, Illinois...enjoying a fine dinner together in Irvine, California...wading in the fountain at the Hyatt Hotel lobby, Lisle, Illinois...drinking "pink things" with British lawn mower racers...reading his famous quote in Sports Illustrated....and meeting him for the first time in Decatur, Alabama.

## ***Bruce Kaufman***

***USLMRA President***

Here are some words from some of his fellow racers:

In all my years with the USLMRA, I have seen many people come and go. Some left lasting impressions, others not so much. If I were asked to list the people I thought had the biggest impact on our sport, Dubba G would be one of those people.

Very few people will ever match the competitive desire, the integrity, the dedication to the sport, or (of course) the sense of humor of Dubba G. This is a man who made the effort to meet and talk with everyone at any event. Once you met Dubba G, you knew you had a friend. Once Dubba G met you, he made the effort to get to know you, and not just your name.

When Dubba G retired from racing, the staff position of Racer Liaison was eliminated. This was probably more of an administrative move, but in my opinion, a good move because nobody could have filled the shoes equal to the standard in which Dubba G set. Dubba G could present an argument in such a way that you felt almost obligated to agree. I have even seen him bring racers with opposing views together in ways that I believe no other person could accomplish.

For those of you that have not had the pleasure of meeting Dubba G, I'm sorry that you'll never know what you missed when Dubba G was at an event. For those of us that have had the pleasure, we already know that a major influence in lawn mower racing has been missing, and has been greatly missed.

On a personal note, Garrett, life has shown you a bad set of curves. I know that you will deal with them the best way you can. I wish there was a simple fix, much like a tire pressure change on "Geronimow", but we all know it's not simple or easy. My family's prayers are with you. May the track be smooth, and always remember, keep the ugly side down.

Best wishes and many thanks my friend.

## ***Jim Poden***

***USLMRA Charter Member***



It is a tough time when we have to tell our pioneering racer and friend that we will rev them up again on a better track. There is not any better advocates for our sport than Dubba. We were not as possible in his racing time frame as we are now. It was fun to come to a national race and watch Dubba in action. He is a wild and crazy guy who kept reminding us that we do this primarily for fun and to have some time with others.

He is one hell of a racer when he gets on that funky machine. It is guys like this that have blazed a path for all of us to enjoy this thing we call lawn mower racing. Give him my best and God Speed.

## ***Art Neavill***



***2007 Sta-Bil Lawnmower Racing Series***

## ***Memories....Continued***

Dubba, you made me cry this morning after reading your thoughts. I know we lost touch as life's real world demands took us both away from the sport. I'm glad we got to exchange some e-mails before you left us.

And you did pay me back just 5 months later in Mendota at the Nationals. I was in the same jam. I had \$200 in my pocket, a Chevron gas card and no Chevron gas stations for about half the trip, no place to stay but had one big tent we put up at the track. You & Rocket Reece shared your room with Brian & Me. Sorry I hogged the bed and stepped on you in the middle of the night when trying to find the bathroom.

Decatur Alabama 1999 was my first USLMRA points race as well. I had found Dubba online and we had many chats about going to Decatur & meeting up at our first race. At the time I was racing with a Florida racing group. The last race of the season was the same day as Decatur. I chose to go see what USLMRA racing was all about. I found out later that I had missed the Florida championship by 3 points.

After the race we went to a Ruby Tuesday to eat. On the cover of the menu was a picture of their HUGE Margarita with the gummy fish in it. Man I'm thirsty after all that dust we ate racing that day, "I'll have one of those" I told the girl. We couldn't even get an O'Doul's she said. We did Skoal back at the pool though :-).

I wouldn't trade that first Decatur USLMRA race for the world. I met lots of new friends I'll have in my heart forever.

Mow on Dubba G.

I know you, CP, Pop Pryor, Dave Hertel, Doug Burnett, & others will have the mowers tuned up and the track ready when we see you again.

## ***Your friend, Joe Gillians***

***F/X 15***

***Founder. Past President  
Florida Lawnracing Association***

I have only just got Bruce's latest email. I have been out of touch for the last three days in deepest, darkest Welsh Wales, planning a weekend trip for 34 cars in a few weeks. I saw sheep, coal mines, sheep, mountains, valleys, sheep, rivers, a Pub or three, sheep and sheep.

What a bugger! Cancer seems to be more common place now, I don't know why. And this in spite of the money we raise and give to all manner of Charities.

I used to think I was immortal - didn't we all - but now I'm not so sure. So, all I can say to Dubba G is you have my best wishes and I'll keep hoping. I will say a prayer or two for you.

Memories? None of us who took that extraordinary trip to the Land of the Free will ever forget the good time you gave us. It was a blast. Dammit, why can't we have more? It hardly seems possible that it was nearly 7 years ago. Rick - the chap who rolled the big US tractor - says he still has the bruises; but then he's young and impressionable! Some of the others are off to Sweden shortly for the Swedish car rally, while several of the others are coming on the Wales trip (to see sheep?).

It's now 7.15am; it's dark outside and I've had my first cup of tea of the morning - very English/Irish; Coffee doesn't quite cut it. Maybe it's the tea that's done it, but I've just realized that Garrett is a Welsh name, or at least a Welsh derivative. Maybe I'll send you a sheep.

Very best wishes and fond thoughts,

***Jim Gavin***

***Founder & President  
British Lawn Mower Racing Association***



*Dubba G received the British Flag that flew over the Lisle, Illinois race track during the 2000 Rider Cup with the British Lawn Mower Racing Association from USLMRA President Bruce Kaufman on February 5, 2007. This was Dubba G's last photo.*





## Dubba G Remembers....

*During December, 2006 and January 2007, as Dubba G began to face his imminent passing, USLMRA President Bruce Kaufman asked him to share his thoughts of lawn mower racing. He had nothing but time on his hands, as he became bedridden. With his sense of humor and wit intact until the very end, Dubba G, Garrett Gray, offered these words for all of us to read.*

Well, here I am goanna try to make sense of this.

I was looking for a place to belong. I am damn lucky to have a wife and family that understand about Dad's little quirks and nuisances. Being a Dad, husband and caretaker for the family will keep a person busy enough. And there are points in one's life when you need to buckle down and focus on family and reality and real life so that business is properly handled.

But, there are times when a person has to find something else. There's an intangible that came be missing without a person knowing it. Often people go through their whole life and never figure out what it is they are looking for. I got lucky by tripping over TNN.

A Friday night, much like any other, I was holding down the couch wearing out the remote trying to find something interesting to watch. The Nashville Network (TNN) had a program on Fridays that showed different types of racing, from dirt tracks to demolition derbies to swamp buggies down in Florida. This time I caught a glimpse of the demo derby for it went to commercial. When they came back, Steve Moss' voice announces lawnmower racing.

I sat there on the couch, astonished at the speed and dexterity which they piloted the machines. Lawnmowers. Racing. I had talked with my wife about ancient dreams since I was a child about being a famous race car driver. By the time I was 35, I realized I was never going to be tall. I figured out that Richard Petty was not going to call me to pilot the STP #43 Pontiac. (Side Note: Bobby Hamilton, the driver he chose that year, just died of cancer, first of January 2007. Oddly, I find it bizarrely comforting think he got to do something that some of us can only dream about doing.) I also figured out that Howard Hughes lawyers weren't going to send the certified letter saying we were heirs to the Hughes Fortune.

I had reached the conclusion that I may not ever be a tall, good looking, and famous race car driver. In our discussions (more honestly known as me begging), my wife and I came to the agreement that racing an old, beat up track car was too dangerous and too expensive. With that, I am certain she thought she was covered and that the idea would wither and die there. Unfortunately for her, The TV had just shown me the light.



My wife was off in the bedroom, cleaning or straightening up while the kids were in their rooms doing whatever kids do. I called everybody in there to see what I had discovered. I wanted the whole world to know what the racing gods had bestowed upon me. I had just found a cheap, simple way to go racing. I had found a way fulfill an ancient dream. I had found a group that work turf magic and mayhem. As would soon be known by many, I announced to my wife and family "That I had found my people!!" Little did I realize, the next five years would be a trek of growth and self realization about what I was capable of doing.

Once I got the materials from The Office of Lawn Management, I read them from front to back. All the ads in that edition of the Cutting Edge and everything else that came in the package was very exciting.

I had to figure a lot of things when it came to building a lawnmower racer. But first and foremost, I had to figure out the perfect mower name. I looked back at history. Living in Texas, I wanted to use one of the Confederate Heroes, but politically it would not be a good thing. Mower racing is a family sport that should not have stigmas thrown to the forefront just because of some negative name or phrase. The name should be at least make a statement about the type of mower you are dealing with.

Actually, the real Geronimo has been one of my silent heroes. After thinking about it for several days (daze), since I studied about him in high school. I decided that "GERONIMOW" was exactly what the situation called for. Geronimo's real life motto was "Never says die!" I felt this was appropriate. Throughout my racing career, this served me well.

If I was mired deep in a pack of racers during a race, I used that motto to keep going, keep pushing, keep digging to find a way around, or through to find a hole, some kind of break that would allow some space. Once something broke thru, I could be there to take advantage. Then I would finish 7th instead of 10th. As with any male with a drop of testosterone in his body, bigger, stronger, taller, faster all equal better.

But I had a lot of work to do before any racing could take place. Once I had a running engine, I wanted to drive my future racer. So the first thing I did was wire out the engine's governor so that the engine would run at higher rpms then the factory specifications. With a faster engine rpms, the mower would go faster. I used the extra 5 mph to learn about driving in a really tight space. My yard was 40 feet deep by 55 feet wide. The stock speed of 4 to 6 mph was easy to navigate, when mowing the yard or just driving around. But the new 11 mph I got from changing the governor was a horse of a different color.

In order to quantify the differences I marked out 25, 50 and 100 feet on the street. Then I would have my girls stand that with stop watches as I passed each mark and then do the math. It was crude but gave me the general idea.



## ***Dubba G Remembers...Continued***

April 19, 1999. Decatur, AL, 700 miles from home. First race of the season. First gathering of the year. My first race. The lessons learned from this one weekend, the group of experiences gathered helped shape my entire lawnmower racing career. Eagerness and inexperience often lend themselves to form into more liabilities than possibilities.

I had just been focusing on the oncoming trip, so I changed the oil on my minivan, but I didn't have it checked out by a mechanic. I knew enough to travel on a weekday in case of trouble. Good thing I did, because as I passed a little more than half way across Louisiana, my van started making a terrible noise. I finally found a repair facility in Dehli. The family run repair shop was impressed with Geronimow and took pity on my predicament. They drove 60 miles each way to get the parts and then installed everything in record time. I got lucky. Not only was I able to take a couple hours nap, they didn't gouge me. They charged a reasonable fee and did the repairs in record time. As I have found, the kindness and generosity of others has saved me, more often then I could ever express thanks.

Back on the road, completely loaded, the adventure continued across Mississippi and into Alabama. My van was so underpowered that at one hill that was limited to one lane with road construction, I held up over a mile worth of traffic until a passing lane became available. I would learn this would not be an uncommon feeling for me.

I got to the hotel to find I had a reservation, but they put a 3 day hold on my card. By doing this, they had locked up all my money. This was going to be a really skinny weekend. I reduced the number of nights I was going to stay. I also set up for my wife to put cash in my account. The problem is the funds won't be available until Monday. Again, the kindness and generosity of others came thru to save me. These are some of the major reasons I say these are my people. Not just because they saved me, but because they would save anyone in trouble.

The morning came early enough for me to get up and get some chow. Looking around, I found myself surprised at how few people knew about the lawnmower races. As far as I was concerned, the entire news media should have had it plastered across the TV and radio. But, I noticed the world didn't always see things the way I should. After trolling around Decatur, I finally located where the race was going to be.

Just as I pull up on site, Joe Gillians from Florida pulls in at the same time. Little did I know I had just met one of my biggest mentors and best friends. We sat there and discussed a few things and unloaded our mowchines. Joe and his son opened the trailer and took out Dog Pyle. It was a different class then mine, but was fascinating to see such fine piece of craftsmanship. I couldn't begin to describe what I have learned since that first meeting. Because of his guidance, I was able to do so much mower than I would have by myself and on my own.

About this time is, the race director, Mike Wahl showed up. Mike had been running the longest running sanctioned USLMRA race up until that time. with the Decatur, Alabama Kiwanis Club. . Then all the helpers showed up along with the hay bales. Thus I learned to help set up a track. Once the basic shape of the track, Mike let Joe and I get out there and run some laps to make certain the curves weren't too tight or fast.

I talked before about preparations. The lack of preparation had already cost me a bunch of time and money. I was having an absolute gas running around my first bona track with other real racers running with me. I was so excited. I was holding my own, obviously not keeping up with the faster mower. The little 8hp engine, that I had saved from the junk heap, the engine I had painted red, white & blue to match the rest of Geronimow's paint scheme, was screaming around the track like a future champion. Then I hit a bump. A bump big enough to lift both back wheels off the ground. At that instant, the battery jumped, landing on the starter solenoid which engaged the starter, while the engine was at maximum velocity which caused the crankshaft to snap. My very first race was cancelled because I didn't bolt down the battery. Because I was so embarrassed by such an obvious oversight. Something about reading and applying the rulebook which clearly states the battery must be properly secured. Sheepishly, I walked Geronimow back to the van.

This was my first experience with the positive power of the Mower Nation. By this time, it's getting to be late afternoon. The Smolecki's, the Boris's, Bill Simpson and others had begun to trickle in. I was walking around in a daze just in awe of the types of machines and the various types of people that showed up. Darn near sensory overload. Brother Bob Frennesson was the other Texas entry. As I would figure out, he would be a constant, not only at the races but as a person.

I was completely unprepared for the unsolicited generosity. After I had loaded Geronimow back in the van, I spent the rest of the afternoon wandering, helping out; keeping my mind busy from focusing on the fact of my mistake caused my own misfortune. Unknown to me, Joe had gotten with Igor and a couple of others, located pieces and parts and was ready to repair Geronimow. I declined the offer but I was so impressed by the humanity. This is what cemented in my heart the truth of what I had seen on the TV that night.

I had indeed found my people.

Saturday afternoon had been very busy getting ready for the big race Sunday morning. With a broken engine, Bruce had made certain I had plenty to do running around and helping. I was really overwhelmed by everything that was going on. As the daylight waned, everyone began to discuss supper plans. My card was still locked and I only had a few dollars on hand. I was invited to join everyone, which I eagerly accepted.

I was so excited to be there, I was probably a little (OKAY, a LOT) over eager, to the level of obnoxious. Bruce was trying to hold court with the Members of the Round Table, while I was being an immature little twit. I finally took my clue, ate my salad, letting business continue. I was impressed, even with my obnoxiousness, with the grace and dignity used.

I sat there and watched and listened as they lined out who was going to which race. I caught a crash course in the daily workings of USLMRA. For me, I was in heaven. It was so cool to be witness the Round Table in action. Eventually, they all wound everything up. I stalled long enough to realize everyone was going their own way, so I headed back to the hotel.

Sunday morning dawned early, like most usually do. I had planned to stay another night, but because the hotel people had been so difficult, I decided to cut it short. They wouldn't release the holds, so all I could be was load up and head out to the racetrack after eating all I could off the continental breakfast. I had an important appointment a little north of Decatur, in Nashville, so I had no idea of what the night would bring. But it was race day.





## ***Dubba G Remembers....Continued***

I pulled up to the track, racers were setting up their camps, pulling out mowchines, testing and checking everything. I think I went over and helped Ken Smolecki with the technical inspections.

Bruce was running around, with multi-colored socks, saving the world, keeping everything on schedule. There was a local television news crew on site, wandering around. Mr. Mow-it-All swings into action, suddenly transforming into the STA-BIL MAN!!! The ability, the talent, the sheer complexity comes so naturally; all I could do was stand there in awe. This wouldn't be the last time this happened. In fact, I'm still impressed every time I see him swing into action.

There was a TNN camera crew setting up shots and getting candid. Bruce was running around making certain the signage was perfect, both from over head and ground level shots. As it turns out, they didn't use much of the footage they shot that day, but it was fascinating to watch the entire process.

The driver's meeting went without a hitch. The racers line up according to the schedule. The dust flew and the day was a success. The local Wal-Mart brought an out a completely stock mower and a driver. The other two entrants in the Stock class both protested each other. Daniel, the Wal-Mart driver, goes home with the Stock Title. I was impressed with how they handled that situation.

I was allowed to get up and call several of the races. Mike, the local race director, had called some of the races. Bruce had called some of the races but his voice wasn't holding up as well, so they handed me the mike. Trying to follow the races was easy, but keeping the names and numbers straight so that the cameramen can know whose in the lead. I have been a fan of racing since I was 6 years old. Standing on a hay trailer, hundreds of miles from home, covered with dust, watching racing lawnmowers doing 35 to 40 mph around the track was absolutely fascinating. As with everything on this trip, I kept being blown away.

The day marches on according to schedule. As the sun eases across the sky, we finish the racing and begin the clean up while the judges are setting up the awards program. I was surprised that at my very first race, they gave me the "Spirit and Spark" award. This trophy is given to the person or people who most embody the idea, 'the spirit' of lawnmower racing. I was touched. To this day, it still is one of the most important trophies I have.

The sun was setting as the clean up was finishing. I pulled up Saturday morning to the empty field. As I looked around, with the exception of the grass being completely shredded, the field was nearly deserted.

I wasn't quite sure what I was going to do. I didn't have a place to spend the night nor did I have any cash. Joe Gillians and his son invited me to join them for supper. Embarrassed, I explained my situation. Being the truest type of friend, not only offered supper, but also to share their room.

We went back to the hotel, cleaned up and went looking for a cold beer and steak. Bad thing is we found out that the county was dry on Sunday. We couldn't even get near beer or non-alcoholic beer. It wasn't available because there are no alcohol sales on Sundays. So we had great steaks and beers from the cooler when we got back to the hotel. We swam in the pool and smoked cigars. It was a terrific end to an amazing day.

Because of Joe's generosity, humanity and just plain down home sensibility, I promised myself if there was anyone of our group that needed help; I would always do whatever I needed to make sure they were handled. Over the years, I hope I paid it forward enough. I also tried to make it a tradition that after the race we go and get steaks and beer. It may not have always been steaks, but I always tried to have the Last Supper before we scattered to the four winds. I hate to admit it, but I did so selfishly because I didn't want such wonderful experiences to end. There's just something about charred meat to bond friends. It must be prehistoric, Cro-Magnon man bringing food for the group.

Monday morning dawned bright. All holds had been released, and the world was looking good. Manly handshakes and we sent Joe toward Florida and I headed toward Nashville. But that's another story.

## ***Dubba G, Garrett Gray "A Man Out Standing In His Field"***

*Dubba G and Geronimow.*





*Driver of The Year: Troy Larson*



*Most Improved Driver of the Year: Tom Ast*



*Rookie of the Year: Kyle Ast*



*Dave Hertel Mowtivation Award: Mike Leonard*

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"It's a cross between NASCAR and dirt-track racing," said Bruce Kaufman, "Mr. Mow It All," USLMRA president. "You can master a variety of racing styles from ultra-tight oval tracks like the Springfield Sod Sling to long road rallies like the Corn & Tater Cross Country. It's much more exciting than watching the crab grass take over your lawn!"

Available for PC, 'Lawnmower Racing Mania 2007' features:

- 18 race tracks in six unique environments including: Wally's Wild Oval, Turfmaster Classic, Shantytown Mowdown, Plumpydome Challenge, Bawb's Mow for the Muskie, Busted Bomber Speedway, Pinecone Cabin Invitational, Slackjaw Creek Rally and the STA-BIL USLMRA Nationals.
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Lawnmower Racing Mania 2007 was designed by eV Interactive and published by Vivendi Games.



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## 3rd Annual Dave Hertel Mowtivation Memorial Award

Congratulations to Art Neavill and Mike Leonard, recipients of the 1st and 2nd Annual Dave Hertel Mowtivation Award

Started in 2005, the Dave Hertel Mowtivation Award is bestowed upon one USLMRA member, staff member, volunteer or related person who epitomizes the spirit of Dave Hertel.

USLMRA members, staff, volunteers and related parties are eligible for the Award. USLMRA members, staff, volunteers and related parties can submit an essay, in writing, nominating a person who is deserving of this honor. Essays can be submitted in any written format, and must be submitted direct to Bruce Kaufman, USLMRA President. All entries submitted by midnight on the Friday of Labor Day Weekend (STA-BIL Nationals Weekend) will be considered.

- Words fail to describe how I feel after having read this email. My only thought is what a wonderful honor to be bestowed on my know without a doubt Dave would have a smile the size of Texas and of course, be indulging in the greatest award of lawnmower "BRAGGING RIGHTS". Have a safe racing season. Thank you so much for forwarding messages from the racers. It brings peace to my heart. May everyone love the sport keep it safe, competitive and friendly. Yolie Hertel
- I am deeply touched that there is an award for my father Dave Hertel. I know he would be proud and he probably is. May his spirit and his legend live in the lawn mower community. Thanks to all. Dawn Teska (Dave's daughter)

The USLMRA President will select the Honoree. The Honoree will be announced at the Saturday Night Racer Banquet during STA-BIL Nationals Weekend. The Nominator and/or the actual Honoree does not have to be present at STA-BIL Nationals Weekend.

May the spirit of Dave Hertel live on...and via this Award, it will.

## Twin Texas Towers

Passing of friends- not one but two  
Turned my heart sad and blue  
Direction always ahead for future  
Heading down the mowing Avenue  
Thoughts of one- outside the box  
Thoughts of one- Analyzing the box  
Racing mowers was their claim to fame  
Insight, inspiration, leadership, also came  
Building a solid future for those who chose



Racing their mowers trying not to lose  
Life threw a curve at both of them  
One's curve- was unexpected, final end  
one's curve- was a long fought, final end  
Ambassadors, inspiring, and prudent  
Neither too fast to pass unjust judgment  
Touching each who new both of them  
Remember- Charles Powell- Remember- Garrett Gray  
They Both did "Texas" proud and loud

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*Stock racing action*



*BP racing action*



*Dave Lewis slinging sod*



*Jim Mikula (l) and Darrin Polzin, BP Class*



*Brian York, BP*



*Tracy Donihue*



*Chuck Miller - The Boogie Woogie Man!*



*Greg Honchell (#52) with a (Lawn) Monkey on his back - literally!*





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*Randy Stys, Wisconsin, AP.*



*Janet Witt, #36 and Troy Myers, #37, AP Class.*



*Jackie Andrews, SP.*



*Billy Hamilton in the Mansfield Mud*



*Lee Vine, #037 Minnesota LCP and Denis Beck, #660, Wisconsin LCP, SP Class.*



*Keith Hiller,  
Michigan, SP Class.*



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