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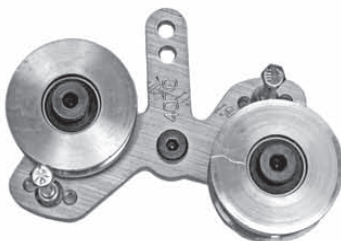
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2010 USLMRA President's Message

2010 is shaping up to be another great year for the United States Lawn Mower Racing Association and our racers, venue hosts, chapters, clubs, sponsors and fans.

A highlight of the 2010 season will be the inaugural U.S. Open to be held during the 18th Annual STA-BIL Nationals Weekend (Sept. 3-5) in Delaware, Ohio. The U.S. Open will bring together racing mowers from across the nation, including racers from various groups, clubs and sanctioning bodies in an unsurpassed celebration of our sport.

Competitors in the U.S. Open will enjoy a free weekend of racing, camaraderie, food and socializing and will have the chance to run on two (2) different tracks at the Delaware County Fairgrounds. The 3rd annual Performance Mowersports Expo (PME) and 2nd annual National Lawn Mower Racing Hall of Fame and Museum of America Induction Ceremonies will also take place during Nationals Weekend.

I'm also happy to announce that the 2010 STA-BIL Keeps Gas Fresh Finals will be televised on Fox Sports Net with details to be announced later this year.

As an Association we can also be proud of our continued growth, with the addition of a host of new chapters and clubs. The Affiliated Club program continues to grow and expand, as folks look for fun activities closer to home. Creating a club is easy and affordable and a great way to get into our sport without having to travel.

For racers looking to travel, our STA-BIL National Lawn Mower Racing Series remains top notch. Our Local Chapters also continue to provide quality events to local venue hosts.

As we look ahead, let's also take a moment to remember our good friends Mace Mullins and Mike Cupps who passed away. May their memories live on.

I also congratulate our 2009 Driver of the Year, Richard Webb, Most Improved Driver, Manny Torres, Adult Rookie of the Year, Kevin Repa, Junior Prepared Rookie of the Year, Pierce Benton, Dave Hertel Mowtivation Award Winner, Lou Filos, Charles Powell - Mr. Mowjangles Award Winner, Kerry Evans and Dubba G. Everyman Award Winner, Bobby Cleveland.

May you enjoy safe and enjoyable racing!

Bruce Kaufman, USLMRA Founder & President, May 10, 2010



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Inaugural Induction Ceremonies for USLMRA National Lawn Mowing Racing Hall of Fame and Museum of America

The oldest lawn mower race in the world, along with three of the most deserving individuals in the sport of Lawn Mower Racing were inducted into the USLMRA National Lawn Mower Racing Hall of Fame and Museum of America at the 2009 STA-BIL Nationals Weekend in Delaware, Ohio.

The Class of 2009 includes:

- The Organizing Committee of the Twelve Mile 500 in Twelve Mile, Indiana. The Twelve Mile 500 is the home of America's oldest organized riding lawn mower race. Founded in 1963 and hosted by the Twelve Mile Lions Club, the annual mow down takes place on July 4th each year. 33 mowers run 60 laps around a 1/4 mile track covering a distance of 15 miles, a bit longer than the original distance of 48 laps - twelve miles - due to increased speed in recent years.
- Jim Gavin of Wisborough Green, West Sussex, England, is the founder and general secretary of the British Lawn Mower Racing Association (BLMRA), founded in 1973 at the Cricketers Arms in Wisborough Green, West Sussex. Gavin, an Irishman who had raced and rallied cars across the world, became disillusioned with the increasing costs of motorsport. Whilst downing their pints in the village pub, Gavin and a group of locals looked across the village green to see the green keeper mowing the cricket patch. They realized that everyone had a lawn mower in their garden shed, so a Championship was held in a local farmer's field. About 80 competitors turned up for what turned out to be a very successful event and the formation of the BLMRA. The BLMRA still sticks to its origins as a non-profit organization (any profits are given to charities or good causes) while providing well-organized and inexpensive motor sport with a strong social atmosphere.
- "Racing Ray" Mrocks of Lake Zurich, Illinois, the first member of the USLMRA, heeded the call to sod slinging glory on April 1, 1992, the birthday of national lawn mower race sanctioning in the United States. "Racing Ray" tore up the turf from 1992-2001, claiming BP Class Points Championships on his mower Sodzilla 1995-1997. "Racing Ray" served as Chief Technical Inspector, race course builder, rule maker and friend to lawn mower racers far and wide. "I like lawn mower racing because it's fun and affordable," said Ray in 1997. "Come to think of it, I like anything that is fun and affordable: that's why I gave up my marriage, but I'm still racing lawn mowers."
- Chuck Miller, of Marion, Ohio, is the only USLMRA member to compete in every STA-BIL Nationals since 1992. The "Boogie Woogie Man" is a multi-year racing champion and is a Charter USLMRA member. His record of 17 consecutive starts in the annual STA-BIL Nationals is unmatched. Miller won the 1st BP Class Championship at the 1992 STA-BIL Nationals and the Factory Experimental Championship in 1993. In 2008 he took 2nd place in the STA-BIL Challenge of Champions Race. Miller has also been involved as a race coordinator, rules consultant and local chapter contact.



Jim Gavin, Founder & General Secretary of the British Lawn Mower Racing Association.



2009 USLMRA National Lawn Mower Racing Hall of Fame and Museum of America Inductees (L-R) Mark Lowe, Twelve Mile Indiana Lions Club, Chuck Miller and "Racing Ray" Mrocks.

The Lawn Mower Racing Hall of Fame is located at Miller Lawn and Power, 1299 Harding Highway East State Road 309 in Marion, Ohio

British Lawn Mower Racing Association

From Jim Gavin,
Founder and General Secretary

From the home of closely clipped accents, moustaches and lawns; the members, officials and President of the British Lawn Mower Racing Association, send warmest greetings and congratulations to their lawnmower racing friends and colleagues in the New World on the occasion of the opening of their new Hall of Fame.

At such a mowmentous (Oh Lordy, Gavin, not you too) time we wish you many long future years of fun, chuckles and grass-less mowing. We sincerely hope that sometime ahead we may be

able to repeat those heady long ago sun and laughter-filled days when our indefatigable and noble Knights of the Turf, met on the jousting fields of Lisle, Illinois.

It is further hoped, however, that on next meeting in combat, our noble opponents may be able to put up a better performance than last time. Ahem! In the interim, the famed "Rider Cup Trophy" stands proudly in the Banqueting Hall of Hunt Cottage, awaiting the return to these ancient shores of such worthies as Sir Bobby Cleveland and his entourage.

In honor of this great moment in the annals of lawn mower racing we offer the attached

Proclamation as a small gesture of our continuing admiration and affection for our friends and colleagues across the great waters.

Jim Gavin, President,
Chief Cook and Bottle-Washer •
British Lawn Mower Racing Association

OYEZ! OYEZ! OYEZ!



Imperial Decree

By His Imperial and most important Presidentness, (and St. Patrick's most Saintly Plenipotentiary in England), And the entire assembled inner circle of the illustrious, and indefatigable Racing Committee of the British Lawn Mower Racing Association, Assembled in Extraordinary Conclave at their Wisborough Green, West Sussex, Sanctum Sanctorum. On this 20th day of August, in the Ninth Year of the Second Millennium, we - the above aforementioned Racing Committee - do hereby make the following decree...Let it be known by all good men and true, from this day forward and throughout the realm of the Most Nobel, Respected and Revered Sport of Lawn Mower Racing, that...Bruce Kaufman Esquire shall be known henceforth as...Sir Bruce Kaufman Esquire - And the Men and Women of the Court of the U.S Lawn Mower Racing Association, in the land of the hamburger, chewing gum and Coca Cola, in the light of their long commitment,

vision, mirthful wisdom, and because of their great service to, and love for, the Noble, Respected and Revered Sport of Lawnmower Racing, shall forthwith, henceforth and from this day forward and to the end of time, be known as...Lords and Ladies of the United States Lawn Mower Racing Association.

With our imperial blessing may Sir Bruce, King of Ambassadors of the Noble Sport, with his entourage of Lords and Ladies, go forth, to fulfil their royal duty sharing wisdom, mirth and joy, as special goodwill ambassadors to the world.

HEAR YEA! HEAR YEA! HEAR YEA!



2010 STA-BIL National Lawn Mower Racing Series Schedule

USLMRA National Points Races

March 20-21, Macon, GA

April 10-11, Avon Park, FL

May 15-16, Berrien Springs, MI

June 19, Caledonia, MN (Double Header)

June 25-26, Zion, IL

July 9-10, Clements, MD

July 17-18, Sparta, MI

July 31, Anoka, MN (Double Header)

August 14-15, Englewood, TN
Sept. 3-4-5, STA-BIL Nationals, Delaware, OHSchedule subject to change.
Visit www.letsnow.com for details.

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, Michigan
2007, Pat Sullivan, Florida
2008, Jim Mikula, Michigan
2009, Richard Webb, Michigan



2009 USLMRA Driver of the Year
Richard Webb (R) and 2009 Most Improved
Driver of the Year Manny Torres (L)

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
2007, Becky Kuhfeldt, Florida
2008, Jason Brown, Maryland
2009, Manny Torres, Maryland

Rookie of the Year (Adult)

2002, Rich Yeager, Florida
2003, Tim Ragsdale, Tennessee
2004, Tanya Ragsdale, Tennessee
2005, Craig Pond, Michigan
2006, Kyle Ast, Florida
2007, Tom Berkey, Florida
2008, Kurtis Ast, Florida
2009, Kevin Repa, Illinois



2009 USLMRA Rookie of the Year Adult
Classes, Kevin Repa (L) and 2009 Rookie of
the Year, JP, Pierce Benton

Rookie of the Year (Junior Prepared)

2008, Christian Jones, Maryland
2009, Pierce Benton, Florida

Jim Gavin Inducted into the Hall of Fame

December 12, 2009



On the Occasion of Jim Gavin's Induction into the National Lawn Mower Racing Hall of Fame and Museum of America.

Greetings Esteemed Members of the British Lawn Mower Racing Association.

On behalf the U.S. Lawn Mower Racing Association, we send you warm wishes from Across The Pond on this day of your Annual General Meeting.

When we began to formulate plans the U.S. Lawn Mower Racing Association in the summer of 1991, we turned to the BLMRA and one man in particular: the General Secretary, Committee Chair and Founder himself, or as I like to call him – The Grand Poobah - Jim Gavin.

Jim and the BLMRA embraced us, welcomed us and showed us hospitality and fellowship. We attended the 12 Hour that year and soon realized that indeed, lawn mower racing could catch on in America.

The BLMRA supported us in our efforts to create our Rulebook, create a racing organization and set a tone and feel for our Association. Jim showed us how to create a serious race operation, raise money for good causes and have fun while doing so.

Jim's good nature, sense of humor and ability to surround himself with talented people were evident from the start.

During our formative years in the early 1990s, Jim was there for us and was always available to me personally for advice, ideas and input.

In the summer of 1999 when a group of us traveled to England to participate in the 12 Hour, Jim and Mary welcomed us into their home, showed us around and generally entertained us the entire time.

When Jim and his fellow BLMRA Brethren of the Sod came to the U.S. in the summer of 2000 to participate in the Rider Cup, we returned the favor. This time with a large group of BLMRA racers and officials along for the trip. It seems like yesterday that we were racing together in Lisle, Illinois by day and raiding the hotel bar by night. All the while, Jim kept an eye on the proceedings with a wry grin of a seasoned ringmaster, making sure the late great Dubba G and the late Jason Kanabus did not fall too far into the hotel lobby fountain.

And now here we are with the creation of the National Lawn Mower Racing Hall of Fame and Museum of America. How fitting it is that Jim Gavin be selected as an Inaugural Inductee in this place of honor.

Indeed, there would be no USLMRA without the BLMRA and there would be no organized, nationally-sanctioned lawn mower racing in America without the USLMRA.

Jim will now take his place of honor among his fellow Inaugural Inductees including:

- *The Organizing Committee of the Twelve Mile 500 in Twelve Mile, Indiana
- *"Racing Ray" Mrocks of Lake Zurich, Illinois, the very first member of the USLMRA
- *Chuck Miller, of Marion, Ohio, the only USLMRA member to compete in every STA-BIL Nationals since 1992

Jim, thank you for all you have done for me personally, for the BLMRA, for the USLMRA and for the Sport of Lawn Mower Racing. And thanks to Mary, Mark and Pete for putting up with you for all these years.

Jim, please accept this award on behalf of the Members, Staff and Affiliated Racers of the U.S. Lawn Mower Racing Association and your friends at Gold Eagle Company. May your grass always be green, hedges neat and gas tank full.

Mow on, Sir Jim!

Bruce Kaufman, President "Mr. Mow It All" U.S. Lawn Mower Racing Association





USLMRA Honorary Awards Program

USLMRA Honorary Awards are bestowed upon one USLMRA member, staff member, volunteer or related person who epitomizes the spirit of the following dear, departed friends.

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 these honors. Essays can be submitted in any written format,

and must be submitted direct to Bruce Kaufman, USLMRA President. All entries submitted by 5:00 PM on the Saturday of Labor Day Weekend (STA-BIL Nationals Weekend) will be considered.

The USLMRA President will select the honorees. The honorees will be announced at the Racer Banquet during STA-BIL Nationals Weekend. The nominators and actual honorees do not have to be present.

USLMRA Honorary Award Winners

Dave Hertel Mowtivation Award

2005, Art Neavill, Michigan

2006, Mike Leonard, Ohio

2007, Jim Mikula, Michigan

2008, Pat Sullivan, Florida

2009, Lou Filos, Maryland

Charles Powell

Mr. Mowjangles Award

2007, Manny Torres, Maryland

2008, Jim Witt, Florida

2009, Kerry Evans, Alabama

The Dubba G Everyman Award

2007, Tim Robison, Texas

2008, Al Minaker, Wisconsin

2009, Bobby Cleveland, Georgia

Mace Mullins Crew Chief Award

2009, Kevin Penne

Dave Hertel Mowtivation Award (Established 2005)

Named in honor of USLMRA Tech Inspector and "everybody's good friend" Dave Hertel.

"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 husband. I know without a doubt Dave would have a smile the size of Texas and, of course, be indulging in the greatest award of lawnmower racing, "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 and 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 on in the lawn mower community."

Thanks to all.

Dawn Teska
(Dave's daughter)



2009 USLMRA
Dave Hertel
Mowtivation Award
Winner Lou Filos
with his daughters
Lauren and Dawn

Gonzo Go To Fund (Established 2007)



As announced at the 2007 STA-BIL Nationals Weekend, funds are being awarded to honor the memory of late, great Mike "Gonzo" Leonard, 2006 Dave Hertel Mowtivation Award Winner, who passed away in 2007.

Mike loved to "go to" races, so to honor Mike, a monetary sum will be given by random selection to one (1) racer in each USLMRA Class during STA-BIL Nationals Weekend in honor of Mike "Gonzo" Leonard.

SDLMRA

South Dakota Lawn Mower Racing Association

Brian Gustad - President • Mark Gustad - Vice President

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Dubba G Everyman Award

(Established 2007)

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

From Dubba G, himself:

1. We are looking for people with dedication, integrity and conviction to stand up for what they believe, even when unpopular.
2. The candidate will carry a positive disposition.
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."
4. Candidates are willing to help others. When times of need arise, sacrifice is not uncommon, being willing to volunteer, add a hand, step up to the plate.
5. Enthusiasm is key. They want to be here, at the race, in the paddock, and at the driver's meeting. Their excitement will help the group's positive energy grow and surge just by their presence. People like being around the candidate.
6. General knowledge of what's going on on race day, at the 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.



2009 USLMRA Dubba G Every Man Award
Winner Bobby Cleveland

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, during negotiations with the rules committee, and during 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 are always a few who 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.

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Charles Powell Mr. MOWjangles Award

(Established 2007)

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.

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.



2009 USLMRA Charles Powell
Mr. Mowjangles Award Winner
Kerry Evans

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, being 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, Caody, Mama MOWjangles and I can think of no better way to honor him.

Cheryl Powell, 2007

Mace Mullins Crew Chief Award

(Established 2009)



2009 USLMRA Mace Mullins
Crew Chief Award Winner
Kevin Penne

Racer, engine builder and Crew Chief Mace Mullins passed away on July 17, 2009. Mace, a multi-year racing champion, will be honored annually with the Mace Mullins Crew Chief Award. "Mace was like a brother to me, and I'm proud to honor him," said Multi-Year AP Class Champion Dale Becker. "Mace was loved by lawn mower racers everywhere, and I love the guy." It was Dale Becker's idea to honor Mace with this award. This award is to be presented to an individual who like Mace always takes the time to assist racers as a pit crew member. Doing whatever necessary to have Race Mowers ready, come race day, and one who displays the knowledge and energy that sets the example for all racers.



2009 US Points Champions

JP

- 1st Pierce Benton, FL
- 2nd John Michael Bell, TN
- 3rd Mariah Peeler, TN
- 4th Dawn Filos, MD
- 5th Lauren Filos, MD
- 6th Justin Cagle, FL
- 7th Katke Jones, IL
- 8th Christian Jones, MD
- 9th Hayden Martin, MI
- 10th Kari Ast, FL
- 11th Ari Kaufman, IL
- 12th Matt Kirkendoll, AR

AP

- 1st Pete Sullivan, NC
- 2nd Pat Sullivan, FL
- 3rd Joe Pearce, FL
- 4th Matt Tucker, IA
- 5th Dan Mongan, IL
- 6th Kary Koellicker, IN
- 7th Wally Bender, MD
- 8th Tony Thompson, IL
- 9th Donald Whitehead, MI
- 10th Vernon Robbins, IL

CP

- 1st Pete Sullivan, NC
- 2nd Donald Whitehead, Sr. MI
- 3rd Michael Paccione, NJ
- 4th Rick Eichenberger, TN
- 5th Michael Formentini, AL
- 6th Sam Rogers, TN
- 7th Al Myers, OH
- 8th Chris Van Maastricht, MI
- 9th Robert Ginn, TN
- 10th Lou Filos, MD

FX

- 1st Dan Mongan, IL
- 2nd Matt Tucker, IA
- 3rd Manuel Torres, MD
- 4th Greg Honchell, OH
- 5th Becky Kuhfeldt, FL
- 6th Kevin Penne, IL
- 7th Christopher Macri, OH
- 8th Mike Miller, WI
- 9th Robert Sparbel, WI
- 10th Allen Minaker, WI

IMOW

- 1st Michael Paccione, NJ
- 2nd Pat Sullivan, FL
- 3rd Wally Bender, MD
- 4th Chris Vanmaastricht, MI
- 5th Steve Winker, OH
- 6th Bob Cleveland, GA
- 7th Charles Bowen, IL
- 8th James Keech III, MI
- 9th Anthony Martino, FL
- 10th Joseph Nahas, MD

SP

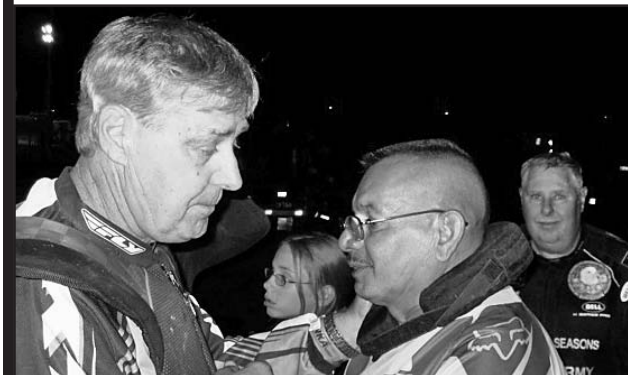
- 1st Jason Brown, MD
- 2nd Wally Bender, MD
- 3rd Joe Pearce, FL
- 4th Richard Webb, MI
- 5th Jackie Andrews, MD
- 6th Bill Vinka, Jr., OH
- 7th Kenneth Williams, PA
- 8th Jacob Blackburn, TN
- 9th Tyler Frazier, IN
- 10th Tim Luell, MN

BP

- 1st Jayson Mikula, MI
- 2nd Jason Brown, MD
- 3rd John Vinka, OH
- 4th Richard Webb, MI
- 5th Michael Formentini, AL
- 6th James Miklula, MI
- 7th Rodney Peeler, TN
- 8th Doc Kuhfeldt, FL
- 9th Bob Cleveland, GA
- 10th Mark Violette, FL

**JP US Points Champions****IMOW US Points Champions****FX US Points Champions****CP US Points Champions****BP US Points Champions****AP US Points Champions****SP US Points Champions**

A Memory of the 2009 STA-BIL Nationals



(L-R)
 Art Neavill,
 Dawn Filos,
 Manny Torres,
 Jim Keech
 at the
 2009 STA-BIL
 Nationals



2009 STA-BIL Challenge of Champions Winners

JP

- 1st Pierce Benton, FL
- 2nd Dawn Filos, MD
- 3rd Lauren Filos, MD
- 4th Hayden Martin, MI
- 5th Katie Jones, IL

SP

- 1st Jason Brown, MD
- 2nd Wally Bender, MD
- 3rd David Martin, MI
- 4th Tim Luell, WI
- 5th Jackie Andrews, MD

FX

- 1st Mike Miller, WI
- 2nd Kevin Penne, IL
- 3rd Greg Honchell, OH
- 4th Robert Sparbel, WI
- 5th Allen Minaker, WI

IMOW

- 1st Wally Bender, MD
- 2nd Chris Van Maastricht, MI
- 3rd Charlie Bowen, IL
- 4th Tim Luell, WI
- 5th Tyler Frazier, IN

CP

- 1st Lee Grover, NJ
- 2nd Michael Formentini, AL
- 3rd Donald Whitehead, Sr., MI
- 4th Pete Sullivan, NC
- 5th Michael Paccione, NJ

AP

- 1st Pat Sullivan, NC
- 2nd Pete Sullivan, FL
- 3rd Wally Bender, MD
- 4th Matthew Tucker, IA
- 5th Dan Mongan, IL

BP

- 1st Jayson Mikula, MI
- 2nd James Macula, MI
- 3rd Robert Sparbel, WI
- 4th Chuck Miller, OH
- 5th Randy Schultz, MI



BP Challenge Winners



IMOW Challenge Winners



AP Challenge Winners



SP Challenge Winners



CP Challenge Winners



JP Challenge Winners



FX Challenge Winners



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2009 STA-BIL Keeps Gas Fresh Finals Winners

JP

- 1st Pierce Benton, FL
- 2nd Dawn Filos, MD
- 3rd Mariah Peeler, TN
- 4th Lauren Filos, MD
- 5th John Michael Bell, TN

CP

- 1st Pete Sullivan, NC
- 2nd Rick Eichenberger, TN
- 3rd Lee Grover, NJ
- 4th Donald Whitehead, Sr., MI
- 5th Sam Rogers, TN

FX

- 1st Greg Honchell, OH
- 2nd Matt Tucker, IA
- 3rd Dan Mongan, IL
- 4th Christoher Macri, OH
- 5th Robert Sparbel, WI

IMOW

- 1st Michael Paccione, NJ
- 2nd Wally Bender, MD
- 3rd Chris Vanmaastricht, MI
- 4th Pat Sullivan, FL
- 5th Steve Winker, OH

SP

- 1st Jason Brown, MD
- 2nd Kenneth Williams, PA
- 3rd Wally Bender, MD
- 4th Joe Pearce, FL
- 5th Jackie Andrews, MD

AP

- 1st Pete Sullivan, NC
- 2nd Pat Sullivan, FL
- 3rd Joe Pearce, FL
- 4th John Iezzati, PA
- 5th Matthew Tucker, IA

BP

- 1st Jayson Mikula, MI
- 2nd James Mikula, MI
- 3rd John Vinka, OH
- 4th Jason Brown, MD
- 5th Rodney Peeler, TN



BP Finals Winners



IMOW Finals Winners



AP Finals Winners



CP Finals Winners



SP Finals Winners



JP Finals Winners



FX Finals Winners

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Cutting Loose with Cut Loose Racing:

The Adventures of Rooster & Teddy Bear



(L) Rooster with Kristy Barry of ESPN.com and Teddy Bear

Note: Cut Loose Racing includes Jon "Rooster" Lewman and Larry "Teddy Bear" Benning of Coffeyville, Kansas, who also lead the American Heartland Mower Racers Affiliated Club.

Cut Loose Racing has been busy. We have been both on the road traveling to races as well as having our first race at home with the AHLMR. It has been a great time getting the season off to a racing start. I'd have to say there have been many great highlights; Meeting Mr. Mow It All and Bobby Cleveland as well as many others at the Macon, Georgia Cherry Blossom Festival, getting back together for the first time with the club guys and getting some new builds on the track for the first time.

If I had to put one of the many great experiences ahead of the rest, it would be hard to do, but meeting the guys and gals of the Lone Star Mower Racing Association has to be among the top. On Saturday, April 24th, 2010 we made the trek to Seymour Speedway in Seymour, Texas to race with the LSMRA.

First of all, what a gorgeous track! I have seen a lot of nice racing surfaces, and Seymour is among the best. What really stands out is how well manicured and maintained the entire facility is. A beautiful grass infield, well kept pits and the highly maintained fences earn my award for "Best Kept Racing Facility!" Todd Hmcirik is the track manager; my hat's off to you, Todd. First class all the way! You can find more info at www.seymourspeedway.com.

The LSMRA has no "club track," which makes sense seeing as their members are from all across the state...and this is Texas; that's a long ways. In most of their races one member or more can drive six hours or more to get to the race; we were from two states away and were closer than some of their club members! The members are as responsible for finding host venues as the club officers are. This accomplishes several things, besides just keeping the members involved. If a club member has a complaint about the location of the races, who is to blame? You want a race close to where you live? Then find a host venue, and the club will make it happen!

Each event is a different track than the last, and most are connected to some kind of festival. As far as racing, these guys are professional all the way, with a healthy helping of sportsmanship. More than one race was held up waiting for someone who had a problem. At most tracks or events, this would have brought cries of impatience from other racers, but no one even complained in the slightest. Mostly the attitude was; "What can we do to help him get going?" Courtesy and consideration are obvious requirements for membership in the LSMRA! We had inquired about running our ungoverned stock engine class mowers, and they were more than happy to let us run them; they even had trophies for us!

The same courtesy and consideration is shown on the track as in the pits. Aggressive driving is frowned upon heavily. This is a very good thing, as who wants to sit down at dinner with the guy who wadded up your mowchine in the feature?

That's right; the best part of racing with the LSMRA isn't even at the track. After the race we all went back to Chris Curry's house and had some of the best brisket you have ever eaten. Glad I wasn't served a heaping helping of "Your driving stinks" pie!

If you ever find yourself with the opportunity to make a race with the LSMRA or Seymour Speedway, do not pass it up! Mower racing in Texas is something every one of us should experience!

I give the Lone Star Mower Racing Association an extra enthusiastic two feathers up!



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2009 STA-BIL Nationals Weekend Recap

By Charlie Bowen

Note: The following was submitted by racer Charlie Bowen, one of our favorite racers and a true gentleman.

What a great weekend of events. This is one I will remember forever. We had five races to get completed over the weekend, a lot on any venue. We were making up some rainout races that would change the points challenge for the final points of the year. These were very important to all classes. Before the races started we were all treated to a Southern style Sea Food Throw Down. Great food! I finally learned how to eat the shrimp (had Joe Pearce show me how to break apart the shrimp). Once you have been shown how by someone that knows, you could eat twice as much!

The rainout track was a grass makeup track, very fast even for my class IMOW. All the classes ran without too many problems, of course mine were just starting. We changed about everything on my racer since the Great Flood of 2009 in Zion, Illinois except the steering wheel! But I still had some problems. The flywheel chewed off three teeth. Oh well, such is racing. So I had a late start, but when it started I loved that track - wide open on IMOW - or maybe it was wide open because I was in last place - HA!

The next day was just as trying for me. A good day, and all is looking well, and then my steering shaft broke in two, and thanks to Jim and Jayson Mikula, the part was rewelded. A big thanks to Jim Keech for putting out the fire which had my mower covered in flames! The idea of a fire extinguisher at every mower race just paid off! Anyway I was ready to race again but had forgotten to have the racer checked at safety tech, my fault totally. It just shows that the Tech and Chief Race Steward are on top of things for all of us. Tracy Donihue checked all the racers for safety inspection and tags-mine because it had not been through. Manny Torres was called to the track, and checked the racer for safety and scheduled a gear ratio check for after the race. I felt so bad I had missed the race that I was ready to pull the racer off the track and into the infield. Instead, Tracy and Manny made a decision to take a vote on whether I would be allowed to race or not. This is one of the greatest compliments that can be given to a racer; the vote was in and all the racers said to allow me to race! The charge was led by Dr. Art Neavill. Thank you, guys, for your trust in me to run legally. That means a lot to me. All it would have taken was one "no" vote. After I took second place, as I said earlier, these points really counted for us. Also, thanks to Dan Mongan for helping me get the battery charged at the last minute, it was a real challenge to make that race and do so well in it. What a day!

Then we all had time to eat and look over the PME expo before the finals race on Saturday night. A great time with great friends. Joe, you told some good stories through lunch. You surprised me, and not much does anymore. Then the race. A lot of you asked me what happened Friday night. Well, in a nutshell, my racer bounced on the second curve into fifth gear. I run a six speed, no need to. I still had a great time on the track and would do better in the next day's race.

I made up for it by going out on the town with Doc, Becky, and Joe Pearce and had a wonderful time. Doc really is just like you see him, and it was cool to hang out with him and Becky and Joe. Just get in that diesel truck, put on a seat belt, and get ready for five-o to run you down!

Anyway, the next day I got to run a new set of racing tires and rims that were the back-up spares for Jim Mikula's racer. I came in third on the great track set up for us in Delaware.

Thanks, everyone, for a great weekend! Thank you, Tony and Dave Lewis of Antech Racing, for your constant support for me. A very grateful thank you to Jim and Jayson Mikula for your devoted support for me and all the racers you help in many ways. You have gone way beyond the call of a sponsor to help out. You're like family to all of us. You have taught me more this year than all my years trying to race. I cannot thank you enough for the degree of help you have given me. I feel truly blessed to have gotten to know you and your families. Thanks to Gold Eagle Products for supporting all the racers and fans as well.

You have brought hope in this thing we call lawn mower racing.

I also received the "President's Award" for my posts on the lawn mower racing Yahoo Group Site. I had no idea, but it was quite an "Honor" to have received this Award. I will remember this forever! Thank you, Bruce Kaufman, for this recognition of me. You need an award for all that you do for us. Again, thank you very much, this really does mean a lot to me.

John and Jackie Andrews, for helping the Rookie of the Year, Kevin Repa, to get his mower ready for battle. Thanks to Chris Vanmastrich for loaning the starter. Thanks, Tom Powell, for the dvd on my mower, and thanks, Becky Fredrick, for my shirts to wear and stickers. Finally, thanks to all our lawn mower racing family for the best STA-BIL Finals ever!

Charlie Bowen, II Chapter I-MOW 130



Charlie Bowen

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UNITED STATES LAWN MOWER RACING ASSOCIATION



The Mowtivated "Hillbillys," Anza, California Announces Formation of Pacific Coast Lawn Mower Racing Association



The Mowtivated "Hillbillys" Affiliated Club made its debut in April, 2009, and we are proud to say that with the help of Bruce Kaufman, Kerry Evans and all at the USLMRA, our group has grown by leaps and bounds.

After our maiden voyage set sail we have already not only built our second home track, but have also done quite a bit of traveling with our mowchines. Since we are not too far from Hollyweird, we have been involved in TV productions, promotional events, fairs and other racing type events.

Our goal is to organize the West Coast to be a viable group that can compete in national events. Therefore under the guidance of BK we are starting the Pacific Coast LMRA to help the other racers in this region get organized. We hope that after this year's efforts we can host a national event on this side of the map so we can teach you guys how to surf!

I personally give thanks to all you guys that take the time to help anyone that has asked for advice; that's why we enjoy this sport so much, and couldn't do it at this level of fun without you!

Bud "ELMOW" Elmore,
President Mowtivated Hillbillys, President PCLMRA, Proud member of USLMRA



Hello From the Utah State Lawn Mower Racing Associations

It's time once again to lay down some hay bales and race some lawnmowers.

We have a great season planned this year as we bring families together to participate in building, tinkering, and racing lawn mowers. We're expanding to new venues and communities this year, with hopes of reaching out to new racers and fans to grow and develop in fair competition.

In our first year, we started off with three local chapters, pulling together for six races in 2009. So far we have 12 races scheduled in 2010 with the possibility of more. We will also have a new local chapter joining us this year.

Thanks for the hard work of the leaders and racers of all the local Chapters, as we look forward to promoting the sport of Lawnmower Racing in Utah.

Utah State Lawnmower Racing Association is proud to be associated with the United States Lawnmower Racing Association. All mowers must be legal per USLMRA rules for all local, regional and state finals.

Thanks.

Roger Hope
Hope-OUT



Greetings From The Beehive State!

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STA-BIL Nationals Crown Champions

By Michael Turner

The 17th annual STA-BIL Nationals Championships in Delaware, Ohio, wrapped up the USLMRA STA-BIL National Points Season for many of the United States Lawn Mower Racing Association chapters. Racers from all over the United States converged on the Delaware County Fairgrounds over the Labor Day weekend, and the tone was set early for competitive racing.

Pierce Benton wrapped up his Junior Prepared campaign with a dominating performance in the feature. Benton posted the fastest lap (18.66 mph) as well as the overall checkers on his 006 hotrod, posting a time of 6:30.74.1.

Dawn Filos finished second on her 43C machine, three-seconds off the pace. Mariah Peeler finished third on her 97, followed by Lauren Filos and John Michael Bell rounding out the top five.

In the IMOW division, Michael Paccione set the pace all evening as he cruised to the finals victory, beating a hard-charging Wally Bender by .221 seconds. Chris Vanmaastricht finished third while Pat Sullivan, piloting Benton's ride, finished fourth, and Steve Winkler fifth to round out the top five.

The Sullivans had the machines to beat in the A/P class as Pete Sullivan posted the fast time on the final lap to edge Pat Sullivan for the feature win. Joe Pearce finished third, John laezetti fourth and Matthew Tucker fifth in the feature.



Thank you to our National Chief Stewards!
(L-R) Tracy Donihue, Henry Macarty and Rodney Peeler.

In the S/P class, Jason Brown drove the fastest machine around the Delaware track, picking up the feature win on his 003 machine. Kenneth Williams finished second, followed by Wally Bender, Joe Pearce and Jackie Andrews rounding out the top five.

In the C/P class, Pete Sullivan had the mower to beat, beating Rick Eichenberger by over one-half second in the feature. Robert Ginn posted the fastest speed on the night, topping the chart at 25.557 mph, but mechanical failure found Ginn in the pits at the checkers. Lee Grover finished third while Don Whitehead and Sam Rogers rounded out the top five finishers.

Jayson Mikula flexed his muscle early in the B/P finals, and went on to win the feature on his No.4 mower, grabbing an unprecedented 4th consecutive BP Title. James Mikula finished second, followed by John Vinka and Jason Brown, who posted the fastest lap on the night at 24.516 miles an hour. Rodney Peeler rounded out the top five.

In the F/X class, Greg Honchell took home the biggest trophy after riding his No. 52 around the track for a first-place finish. Matt Tucker finished second, followed by Dan Mongan, Christopher Macri and Robert Sparbal rounding out the top five.

NATIONALS INFORMATION

Delaware County Fairgrounds
236 Pennsylvania Ave.
Delaware, OH 43105
www.delawarecountyfair.com

Stay tuned for more information on the U.S. Open at these sites:

www.letsnow.com (Official USLMRA Web Site)

www.letsnow.com/blog (Cutting Edge Blog)

<http://www.letsnow.com/about/forum/> (USLMRA Forum)

www.facebook.com/uslmra (Facebook Fan Site)

<http://www.youtube.com/user/USLawnMowerRacing>

— (YouTube Channel)

<http://sports.groups.yahoo.com/group/uslmra/>



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2010 USLMRA STA-BIL Keeps Gas Fresh Finals

Many of you know, 2010 is the 18th anniversary of STA-BIL National Lawn Mower Racing Series, making it the oldest running, nationally sanctioned Lawn Mower Racing Series in the US.

You may also know that there are 10 stops on the USLMRA SKGF Series this year, yielding 19 races.

What you may not know is that it only takes participation in two of these races to qualify for the USLMRA SKGF Finals. And, since each STA-BIL Series Weekend has two races – you only need to attend one weekend of National Racing!

Yep, you read it right, one race weekend!

In fact, you can meet qualification requirements for the 2010 USLMRA STA-BIL Keeps Gas Fresh Finals by completing as little as only one lap under power in any two USLMRA SKGF Series feature races.

From 2010 USLMRA Rule Book

Qualifying for Nationals: The STA-BIL Keeps Gas Fresh Finals (formerly referred to as the STA-BIL Nationals) is not an open race. Participants must qualify by class competing in a minimum of two (2) 2010 USLMRA STA-BIL National Lawn Mower Racing Series (aka "US National Points") races. NOTE: To compete means to complete at least one race lap under power. Note: competing in Local Chapter races no longer factors into qualifying for Nationals Weekend.

See USLMRA Rule Book at: www.letsmow.com

Congratulations

to Bruce Sullivan of the Sullivan family who won the 2009 Huntington's Disease Raffle Mower at the Huntington's Disease Mower Races in Sparta, Michigan.



The mower was provided by Doc Kuhfeldt and BMI Karts and raised money for our battle to fight Huntington's disease.

The 2010 Raffle Mower

is a new John Deere provided by Four Seasons Yard & Sport and will be raffled off at the 2010 Huntington's Disease Race Weekend in Sparta, July 17-18.



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USLMRA Announces The U.S. Open

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It is no secret that the United States Lawn

Mower Racing Association is continually striving to maintain it's premier status. That said, it is our honor and privilege to announce the USLMRA Open.

The US Open will be an excellent addition to the USLMRA's stable of events. More than a full day of US-Sanctioned and Open Class lawnmower racing on the heels of the USLMRA

STA-BIL Keeps Gas Fresh Finals will insure this event is one for the history books as the biggest and baddest we have ever had.

*All roads lead to Mow-hi-o **Bring it.***

*Lee Vine & Kerry Evans
US Open Co-Chairmen*

Concept/Intent

1) On Sunday, September 5, 2010, the U.S. Lawn Mower Racing Association will unveil the Inaugural U.S.L.M.R.A. Open. Affectionately nicknamed the U.S. Open, this event will take the place of the Challenge of Champions Race on the Sunday of Labor Day Weekend and will be an Open Invitational.

2) The goal is to expand our appeal to more racers outside of the USLMRA and create an open event for USLMRA members and non-members to compete where they otherwise could not.

3) The U.S. Open will afford a wide range of lawnmower racers an opportunity to participate in USLMRA Nationals Weekend without having to qualify for the USLMRA STA-BIL Keeps Gas Fresh Finals.

4) The U.S. Open will allow racers and families to enjoy the many activities offered during STA-BIL Nationals Weekend such as:

- Friday Night Seafood Throwdown
- The Performance Mowersports Expo (PME)
- Saturday lunch
- The STA-BIL Keeps Gas Fresh Finals to be taped for Fox Sports Net
- Sunday morning breakfast
- USLMRA Racer Awards Banquet
- Induction Ceremonies for the National Lawn Mower Racing Hall of Fame & Museum of America

5) There will also be two tracks available all weekend: the STA-BIL Keeps Gas Fresh Finals Track and the Gate 23 Track. The Gate 23 Track is available for practice, testing and tuning and fun runs throughout the weekend.

6) Everyone is welcome to camp on-site, with free electrical hook-up.

7) The 2010 U.S. Open is a free event! Racers will pay no race fees, USLMRA membership is not required to participate, but will definitely be appreciated.

8) We will feed racers and families all weekend, and we will provide each racer with a cool souvenir.

9) 1st-5th Place trophies will be awarded.

10) The U.S. Open will have full computerized Timing & Scoring provided by EOP Pro. There will be no transponder fees.

Qualifying

- Racers must have participated in organized/sanctioned lawnmower racing of some sort within the 24 months previous to the US Open. These racers may be required to provide proof in the form of official results from previous races.
This cannot be your first rodeo, and yes, we will know.
- Open to mowers that adhere to at least one class structure outlined below. (No new classes will be created on the day of the event.)

Rules

(not addressed in USLMRA Rule Book)

- Open to any USLMRA-legal mower, USLMRA Local Chapter (LC)/Affiliated Club (AC) mower or, any mower deemed safe by USLMRA Tech Staff.
- No roll cages.
- Open to all mowers that meet all USLMRA Safety Standards, see USLMRA Rule Book (No Exceptions).

Class Designation / Groupings

Goal: We want ALL groups out there to be allowed to compete in the U.S. Open. We have created a set of rules designed to allow just about any reasonable type of mower to compete.

Sanctioned Classes

USLMRA rules apply:

JP	(Kids Super Stock)
IMOW	(Adult Super Stock)
AP	(Mini Sportsman)
SP	(Sportsman)
CP	(Mod X)
BP	(Super Sportsman)
FX	(Pro X)

Open Classes

U.S. Open rules apply:

U.S. Open Kids Stock (5mph max.)

U.S. Open Super Stock

(Un-governed Single FH or OHV and Shiftable

Transaxle or transmission only)

U.S. Open Single

U.S. Open Twins

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Macel Mullins Jr. (1973 - 2009) by Jeremy Pepin

I got back from Mace's visitation a couple of hours ago, and a three-hour ride gave me a lot of time to ponder this tragic situation. Obviously it was an incredibly sad thing to be a part of. It was very emotional to see all the people whom Mace had befriended and touched in his life. Mace would have been very happy with the layout, however. He looked all comfortable in his casket (adorned with crayon drawings done by Lily); he had his can of Skoal, all ready to go, and of course an orange hat carrying the number 55 among other things. Aaron Woodyer made sure to bring a lot of Mace's tools for him, constructed into a very cool monument-type thing. Right in the center of said monument sat a small engine head, just asking to be milled down and put on a Mullins Motor. Two giant poster boards sat in the room, one contained various pics of him growing up, the other of all his lawnmower racing pictures. There were classics, such as... kissing the cow in Genoa City, and of course the old Mendota trophies, Mace standing next to his first place, which was as tall as him. There was one of Mace sleeping with his cup when he won his first championship. All of course had Mace wearing his orange Moose jersey, ugly spray painted worn out orange helmet, and of course his mischevious

"I'm up to something" smile. As I stood outside with fellow racers Dan Mongan and Jeff Cox, we got to see all the other KRT guys Mace raced with and dominated the country with. Kiper, Woodyer and Steve Sherwood were all there; the amount of national championships in this funeral home was astounding. Of course the conversation turned to race talk, and I couldn't help but think back to all the fun times we had with Mace. There was the time in Ohio, at the current Nationals location, before it was Nationals. We were all staying in the same hotel, my room next to Mace and Steves... Well... at first. We were there a solid 15 seconds before Mace came running out of the room; apparantly there were two giant hand prints on the wall, and he was not real impressed. After switching him to a first floor room, we decided the hotel would be a perfect spot to tear apart his busted tranny in. And of course I don't mean taking it off and bringing it in. After a failed attempt to fit the entire mower in the hotel door, the patio was deemed an appropriate spot to tear down, rebuild, and hydrate ourselves. Another great time was at one of our Illinois banquets (which I miss dearly). We were at some "way too fancy" establishment in Kankakee. Of course Tony bought us an entire keg, which led to a lot of great decisions. After our meal was done, we decided we needed some more entertainment. Never one to disappoint, Mace quickly grabbed my gf, and crashed the neighboring firemans ball, and preceded to show them how to dance. Later that night we headed to our hotel, Mace with us (he wanted to sleep in his truck like usual; we wouldn't let him). All was well til Mace decided in the middle of the night to sleep walk and forget where we were... needless to say, that bed got real crowded when he tried to pack three of us in it. One could go on for hours about the fun times; like the time we were headed to Ohio from Illinois, just telling stories, until we saw the mile marker for Detroit, and realized we were driving north through Michigan. Or the giant rain storm buckling in his garage door on us while were having a cookout. The time Mace and Dan were at a liquor store in Sparta, just falling down laughing at the giant leprechaun figure on the side

of the building, even pointing it out to strangers, who may not have seen it. The time we stopped at a Sunoco station just so Mace could get 500 free Sunoco Nascar stickers, all of which he then proceded to stick on anything and everything (I still see these on the side of mowers). But most of all, I just think of all the fun times spent in his garage. All the Miller Lites that led to crazy ideas that would never work... or would they? We used to joke around that the rule

book was completely written around KRT-built things, and to an extent it was. A lot of great ideas came from one too many Miller Lites (handle bars, kill-switch/starter combo button, etc, etc, etc. Just read the rule book and pick up on the ideas). I spent an entire summer in that garage every weekend, pulling all nighters, as did Mace. Mace wasn't racing or anything; he was putting all that time into my machine. Not for money, simply due to the fact I asked him to. I always wanted nothing more than to run strong on that machine, just to be able to stand up at the end of the race, and thank Mace Mullins. When I got 2nd at Zion last year, I really only cared about one thing... calling Mace and telling him. I felt like I was calling my dad to tell him about something I accomplished, and his reaction on the other side of the

phone was just as sincere, pure excitement. Mace told me a long time ago, "J.P., I could care less about the racing anymore; I just like to go hang out with everyone." That really stuck with me, and made me realize I felt the same way. I had just as much fun in my \$300 IMOW as I do on my \$3000 A/P. The common denominator was the people, the people like Mace who make it enjoyable to drive 12+ hours on no sleep and to spend money you don't have. I can't help but smile when I think of Mace looking down right now, with that one-of-a-kind smirk of his, just thinking about how no one figured out his motors and what made them go so fast. Knowing that - it will be a long time, if ever, before anyone can build something so powerful. I also can't help but think of him laughing, Miller Lite in hand, shaking his head and saying... "J.P., how are you gonna let them build me a memorial with a BRIGGS flat head in the middle!? R.I.P., Buddy.



Mace Mullins (center) with fellow A/P racers (L-R) Ken Jones, Tim Hamilton, Dan Mongan and Manny Torres



Mow on Macel. You are missed.

USLMRA Announces 3rd Annual Performance Mowersports Expo

The U.S. Lawn Mower Racing Association (USLMRA) will present the 3rd Annual Performance Mowersports Expo (PME) during the 18th annual STA-BIL Nationals, Labor Day Weekend, Friday-Sunday, September 3-5 2010 at the Delaware County Fairgrounds in Delaware, Ohio.

The Performance Mowersports Expo will bring together manufacturers, suppliers, builders and related product and service providers in the rapidly expanding lawn mower racing industry.

Engines, engine components, chassis, performance products, race equipment and related services will be featured with company representatives on site to discuss, sell to and educate the lawn mower racing community and the public. Seminars, build clinics, roundtables and guest speakers are also scheduled.

"The PME has proven to be a great success, and the USLMRA is pleased to continue to take the lead in presenting the first ever lawn mower racing industry expo," noted USLMRA Founder and President Bruce Kaufman. "Having created nationwide organized lawn mower racing in 1992 and as the nation's oldest and largest national sanctioning body, the USLMRA is proud to

recognize that lawn mower racing has become a growth industry.

"With 17 years of experience, we are excited about this next area of growth. Hosting the 3rd Industry Expo at the 18th STA-BIL Nationals will also continue to position our annual Labor Day Weekend event as America's premier lawn mower racing destination for racers, families and fans."

More companies will be signing on over the next few months. Companies appearing in 2008-2009 include:

- Acme Mower sports
- ARC Racing
- D&B Mower Sports
- Gold Eagle Co.
- G-Team Racing
- Manny's Mower Sports Racing
- Jack's Small Engine and Generator Service, LLC
- Mikula Motorsports
- American Power Sports
- National Karting Alliance
- BMI Karting



The USLMRA sanctions and presents organized lawn mower racing across America including the 18-race STA-BIL National Lawn Mower Racing US Points Series and 45 Local Chapters and Clubs hosting more than 130 sanctioned races nationwide. Events feature riding lawn mowers with cutting blades removed at speeds up to 60 mph. Lawn mowers race in four road course classes with all cutting blades removed: Stock (8 mph), IMOW (20 mph), Prepared (50 mph) and Factory Experimental (60 mph). USLMRA lawn mower racing is featured on Fox Sports Net.

For a PME Registration Application and more information, send an e-mail to letsnow@aol.com.



BMI Karting at the
2009 USLMRA Performance Mowersports Expo (PME)

Performance Mower Sports Industry (PMI)
Performance Mowersports Expo (PME)
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Exhibitors at the 2nd Annual Performance Mower Sports Expo (PME) included: D&B Mowersports, Doc Kuhfeldt (R) with TV personality Doc Reilly.

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Delmarva 2009 Season Recap

2009 once again proved to be a successful Delmarva lawnmower racing season. During the 2009 season we continued to provide the Delaware, Maryland Virginia regions with competitive, safe, fun and family-oriented races. What major accomplishments for Delmarva! Ten mowers at Nationals, with all drivers receiving recognition in their classes. We continued with our traditional Season Championships Finale which was held at the Laurel Moose Lodge in Laurel, Maryland. This event was sponsored By Apple Ford, M&T Bank, County National Bank, Bank of Glen Burnie, Mid Atlantic Deck & Fence Co., Raybestos Brake Lining, Valvoline Oil, Exide Battery Co., U-Haul Corp.-Chicago, Illinois, and Perone Performance, Line-X Bed liners. Champions were crowned in all classes and presented beautiful championship trophies.

2009 Points Champions

JP Champion: Lauren Filos	CP Champion: Lee Grover
IMOW Champion: Wally Bender	BP Champion: Kody Bennett
AP Champion: Wally Bender	FX Champion: Mark Moran (got Lucky!)
SP Champion: Wally Bender	

2009 Special Awards

Driver of the Year: Wally Bender
Most Improved Driver: John Hyatt
Rookie of the Year: Lou Filos

As the Delmarva-LMRA continues to grow, several of our members once again proved that they can venture out to any US Points race and run with best. Every racer who attended the 2009 STA-BIL Nationals in Delaware, Ohio this past Labor Day Weekend finished in the top ten in the final season national points standings.

JP	IMOW	AP	SP	CP	BP	FX
Dawn Filos 4th Lauren Filos 5th	Wally Bender 3rd	Wally Bender 7th	Jason Brown 1st Wally Bender 2nd Jackie Andrews 5th	Lou Filos 10th	Jason Brown 2nd	Manny Torres 3rd

As you see, Delmarva finished in the top 10 in every class, a major accomplishment!

Special congratulations to the following for the awards presented during the National Awards Banquet:

Manny Torres: 2009 USLMRA Most Improved Driver Award, Lou Filos: The Dave Hertel Mowtivolational Award for his dedication, respect, and spirit he has towards the sport of lawn mower racing. And special congratulations to Jason Brown for becoming Delmarva's first National Champion and Triple Crown winner in the SP Class.

Memories of Mike Cupps

Note: In March of 2010, we lost a Racing Brother, Mike Cupps of Corsicana, Texas.

Mike, via his company Acme Mowersports, was known far and wide to lawn mower racers as honest, friendly and knowledgeable. The following words were read by John Nelson at Mike's funeral March 9, 2010. My Name is John Nelson, the Past President of the Lone Star Mower Racing Association and also known as Sir Lawnsalot. Mike was, as I remember the 5th person that joined the new Lone Star Mower Racing Association back in 1998, a new racing organization that promised to bring fun, fame and fortune to all. Two out of three is not too bad. I haven't seen the fortune. I met Mike Cupps in 2001. From the first day I met Mike we bonded and it only got better as we both raced more and more. Mike was the kind of guy that you instantly liked, his smile made you welcomed as a friend. We raced many times side by side riding the machines to their limit. I had a starter go bad on one of our machines. Since I was racing more than one machine I went out on the track. When I got back, a starter was sitting on the seat of the mower ready to install. It was Mike that put it there. I was sure now that I was with the right group of friends. This was a competitor in the same class that I was racing and he had given me a starter so I could race against him. From that point on Mike and I became closer. When we arrived at the track I had to go see Mike and Vicki and see how they were doing. I had to do this before unloading. I had to check on my racing brother. As time went on I found that Mike was having problems finishing races, he had motor problems, steering problems, tire problems and they just kept coming. I went to Rhome Texas for a race knowing that I could not race due to a collarbone problem. I took the racing mowers just



L-R, Mike Cupps, Vicki Cupps, Doc Kuhfeldt.

in case someone needed a ride. Yep, you know it was Mike that had a problem. I told him to use my mower. Mike was unsure of this and I told him that we were family and it was his to drive. Wouldn't you know it; he finished his first race and got third place. It was one of the happiest days I have had at a track. Just seeing his beaming smile was all I needed. Over the next years Mike and I worked together helping to run the USLMRA, Mike was Vice President. He would call me on his way home at least once a week just to see what was going on. We discussed lots of topics from the weather to the latest motor stuff. I just had to talk to Brother Mike. During the racing year we have a trophy that is given to the racer that flips over the most during the year. Mike developed the award and presented it to the deserving racer each year at the awards banquet. Brother Mike delighted in giving me the award three years in a row. He even set up a 4-foot chain link fence in his yard next to his practice track. He said that I could not drive a track

unless I had something to hit. That is the type of individual Mike was. Generous, loyal, helpful friendly and kind. As time went on the USLMRA members became a bigger family and I mean family. Today if you ask any member about the group, they will tell you that we are not friends we are family and each of us are better for the closeness of the racing family. Saturday morning I got a call from Vicki that Mike needed to see me. I set down next to Mike at Baylor and he told me that the Doctor told him that he would not make it. I told him that I understood and he smiled. I believe in heaven and I believe that both Mike is in heaven with two of our fellow racers that preceded him to the

big racetrack in the sky. Mike, I want you to know that you are there to make sure of three things, and I need an Amen to each of these. 1. That Garret Gray also known as Dubba G has a track built that is shaped like the State of Texas. AMEN 2. That Charles Powell also known as Mr. Mowjangles is not in charge of putting water on the track. AMEN 3. That you build the motors strong and fast because all of us know that Dubba G and Mr. Mowjangles had a hard time keeping their machines running. AMEN. The racing family is getting bigger and we will be running down here knowing that you are smiling and watching for the next Topsy Turvy award winner. As of today and I know the rest of the racing family will agree that the annual award for Topsy Turvy will now be known as the Mike Cupps Topsy Turvy Award.

John Nelson, Sir Lawnsalot,
Mow Ambassador #61



Message from the Tech Director

Greetings Fellow Racers:

During the past racing season, my first as the USLMRA Technical Director after two years as the National Chief Steward, many things came to my mind in regard to racing and safety. After being a racer first and then being honored to be selected to serve on the National Staff, I learned that there are many other things that need to be considered when the decision is made to race equipment that is generally made to cut grass, not race.

Over the past three years plus, I have had the opportunity to see first-hand and up close many different types of mowers and some very interesting modifications made to these machines to transform them into race mowers, and at the same time ensuring that they are safe. Keep in mind that the intent is to keep these machines' appearance as close as possible to their original appearance. And for the most part, practically all racers do this. This is why on several occasions I have asked for documentation (e.g. photos) of the original mower prior to the actual build. One person in mind is Pat "The Rocket Man" Sullivan. His mowers are unique but actually pretty darn close to appearing as they originally looked when he started, and built with safety in mind. Another individual who uses creativity in his builds is Jayson Mikula. No matter what he builds, his mowchines are well built and strictly by the set rule. If he has any doubts, he, like Pat Sullivan, doesn't hesitate to contact me and ask questions prior.

Why do I bring these things up you may wonder? Well, it's about the set rules. Here are two thoughts on our sport as far as the mowchines we race:

Appearance:

At the STA-BIL National Lawn Mower Racing Series and Local Chapter levels, we (USLMRA) want to keep the sport as it was originally intended to be, racing on machines that resemble Riding Lawnmowers as much as possible. Having the opportunity to work closely with Jim Witt (former Tech Director) and the Late Charles Powell (former USLMRA VP & Chief Steward) I always remember them telling me these machines should resemble the original appearance as much as possible from the engine to the chassis, with the only exception being the Factory Experimental Class (FX). Wanting to keep these Mowchines resembling riding lawnmowers is a key goal at the National Series level. We want to remain separate from other types of racing sports like Micro Sprint, go karts, and so forth. Let's keep them looking like riding lawnmowers.

At the same time, we recognize the evolution of our sport. We see different builds such as the Twin FX Class (Dixie Outlaws AC). Our Affiliated Clubs were created so that racers could build beyond the scope of the USLMRA Rulebook as long as the mowchines are safe. At the club level, racers and builders are creating some exciting new machines that compete at home tracks across the

country, and who will be welcome at the U.S. Open. We also see some of our local chapters expanding the USLMRA build rules to meet the desires of their racers. A good example of this is the CPR Class that the PALMRA LC has started.

Safety:

We have an excellent safety record. Yes, there are some incidents/accidents that happen, but nothing can ensure an accident-free event. When actually on the track racing, it's up to all drivers to pay extra attention to detail on their driving habits and maintain awareness of the racers around him/her, learning their driving habits as well, and being prepared for the unexpected. But this is not the only safety concern we all must have. We have to ensure that our mowchines are safely built from the engine to the chassis. I have seen mowers catch on fire due to leaking fuel lines, throttles sticking, wheels flying off the axle, hoods coming off the mower, steel flywheels crack, exhaust pipes falling off, and I could go on and on. Coming to the track prepared to race is the key. Yes, things will happen, but the more time in preparing your mower prior to race day increases the chance of having an uneventful race day.

Rules like the double throttle return spring, axle mounted brakes in Prepared Classes and FX, tether kill switches, highly recommending aluminum flywheels in prepared classes and FX, double lock nut on steering components, just to name a few, are for the safety of the drivers on the track and spectators alike. The rules are not like some think (to make life miserable or chase away racers) but to try to make the sport as fun and safe as possible.

Between the USLMRA staff and the Steering Committee members, we all have a goal to keep this sport as safe and fun as possible. Remember no one wants to leave the track knowing one of their fellow racers has been injured and what could have been done to prevent it. It's the worst feeling you can have, I know; I've had that feeling before.

I look forward to the 2010 season and seeing many of you once again. And remember, if any of you have questions, recommendations, or complaints, feel free to contact me any time. I'll leave my phone on!

Manny Torres
USLMRA 2009 Most Improved Driver
USLMRA National Tech Director

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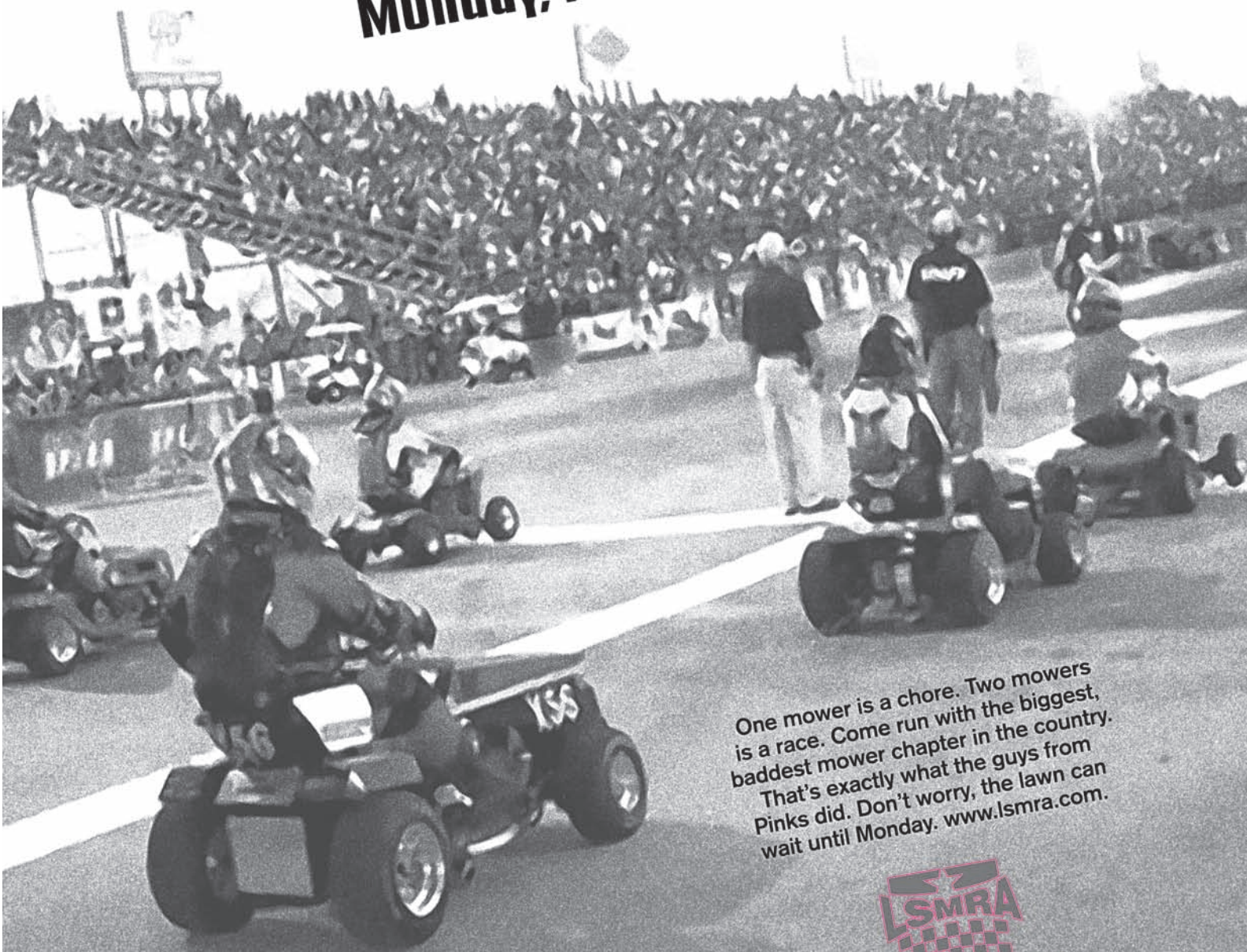
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