

**UNITED STATES
LAWN MOWER RACING ASSOCIATION
RACING RULEBOOK**
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2010 RACING SEASON

The United States Lawn Mower Racing Association (the USLMRA) is run primarily for racing enthusiasts and their friends. Members race for the love of competition. All who share this philosophy are welcome to join the USLMRA and participate in its activities. These regulations, which include any supplementary regulations issued for a particular event (collectively, the “Regulations”), are designed for the orderly conduct of lawn mower racing in the United States and to establish minimum acceptable requirements for such events. However promulgation of these Regulations is not an admission that the USLMRA has the duty to warn participants of potential hazards of participation. Moreover, these Regulations are only intended as a guide for the conduct of the sport and are in no way a guarantee against injury to the person or property of participants, spectators or others, nor are they a substitute for the due care which should be exercised by participants in any event. Finally, the USLMRA assumes no liability discharging the USLMRA from such liability. The USLMRA reserves the right to accept, deny, suspend or revoke any membership at any time. The USLMRA Staff, having promulgated these Regulations, may modify, add to, delete from or grant exceptions to these Regulations at any time. By entering and participating in these events, all participants agree to abide by these Regulations, as may be amended from time to time.

Notable changes to the 2010 USLMRA Rule Book

Throughout the year we observe mowers, speak to many drivers, gather recommendations and analyzed this information. With this said the following changes have been changed or added to the 2010 USLMRA Rule Book.

Section I. RULES OF THE TRACK

M) Starts will be Le Mans style, with engines off. Once all mowers are lined up, drivers will line up directly in front across from their mower (In a direct line from their mower) facing the head flagger. On the green flag, drivers will cross the track on foot, start their mowers and start racing. Crew members may assist with starting after driver is on the mower. Crew members may not go onto the track, or assist or push the mower from the grid. *Mowers with remote starters will be moved to the back of the grid.*

N) If by chance a driver is in need of a runner due to Physical Disabilities or injury (as determined by the Chief Steward to be capable of racing) will coordinate with the Chief Steward for the runner prior to the start of racing. When approval is granted the driver will stand centered, directly behind their mower with their hand in the air and wait for the runner to tag the hand when the green flag is dropped.

Section VI. TECHNICAL INSPECTION

A) Every mower entered in any USLMRA event must be approved for competition by Technical Inspection before practicing or racing at any event. A **Safety Tech/Build Tech** sticker will be issued at **each** race. Top five finishing machines **may be required to go directly** from the track to the impound area (when provided), and be inspected for Build Tech compliance. **Failure to impound** directly from the track may be cause for automatic disqualification and loss of points. All JP's & IMOW'S will remain on track for RPM & Air Pressure check Inspection after feature races. JP & IMOW racers at the discretion of the Chief Steward may be required to have gear ratio checked as a group, participation is mandatory if this is determined to be needed.

Section VII. GENERAL MOWER REQUIREMENTS

Subject: Throttle Return Spring

During the past several years of racing several accidents have occurred because of the failure of throttle return spring. After discussions with our insurance carrier through NKA it has been determined that immediate safety precautions must be taken to help eliminate this problem.

After several discussions with members of the USLMRA Staff it has been decided that we require that all mower be fitted with double return springs mounted at two different mounting points on both ends to help eliminate this problem. Several LC and AC's have already started taking steps to require these safety precautions.

Below are two photos to help understand these precaution measures: (these are just some examples of the intent)



Photo 1:

This is the correct way to attach the throttle return springs on the carburetor. Notice they are mounted on two different locations and not together.

Photo 2:

Notice that the springs are attached to the same bracket, **this is incorrect!** They must be mounted on two separate mounting brackets. This way if for any reason one breaks you will still have one spring attached.

For V-twins and different style carburetors' used on FX's, the same principle must be used. For example FX's using Mikuni or the CV style Keihn Carburetors the Slide Spring can count as one return spring and you must have a separate external spring attached as the safety spring.

A) CUTTING BLADES MUST BE REMOVED COMPLETELY FROM ALL MOWERS. ALL MOWERS MUST HAVE A CUTTING DECK SECURELY MOUNTED IN THE STOCK POSITION, WITH A MINIMUM OF 2.5" GROUND CLEARANCE UNDER THE LOWEST POINT OF THE DECK. Decks cannot have no type of bumper/Guard around it unless it is Factory designed. All prepared classes and JP/IMOW must have a factory type deck not home design.

Q) No offset or stagger. Body must be mounted in the center of the wheels. **Tires must match in Size, Brand and tread design per axle (with the exception of FX class).** Lawn mower seats only, in the stock location, no lower than the tops of the fenders or exposed rear tires and on centerline. Offset measured from centerline to the outside of tire sidewall. Wheelbase may not be altered.

T) Steering wheels and handlebars may be replaced with any commercially available pieces, but not substituted for each other. Steering Wheels may not be mounted off center unless originally mounted offset. Steering columns must pass through the original hole in hood or dash at the original angle. All Nuts and bolts attaching the steering assembly (tie rods and spindles) must be secured with Lock Nuts, castle nuts with carter pins, or close pins.

Y) Flywheels

It is highly recommended, again highly recommended but not mandatory at this time that in all Prepared classes and in FX that Billet Aluminum Flywheels be

used.

Section VIII. RACING CLASSIFICATIONS

C) **IMOW**. Class designation: **I**

21) 24v/ dual/single battery starting systems are not authorized

Note; several Local Chapters have began experimenting with the single cylinder OVH engine in the IMOW Class. Due to the fact that most manufactures have cease manufacturing Flat Head engines, USLMRA has began looking into the conversion of IMOW to the Single cylinder OHV engines. This may take place as soon as the 2011 racing season but no sooner. LCP's should start experimenting with this change. The Mower Build requirement will remain the same as the current JP/IMOW (on a prepared chassis). Michigan and Pennsylvania LMRAs have already started experimenting with this and all seems to be working fine.

Racers:

As we get ready to begin the 2010 season we all look forward to a new year of exciting, competitive, and safe racing. As we did last year we have committed ourselves to ensure that the new 2010 USLMRA Rule Book is ready for issue before the 2010 racing season kicks off. Please note that there are some minor changes to the rulebook for 2010. The 2009 version proved to be an excellent document and required just minor changes. Most changes were created to clarify some existing issues and address safety issues where necessary. For questions concerning these rules, we highly recommend addressing them on the FREE Yahoo Club site at, <http://groups.yahoo.com/group/USLMRA>, or the USLMRA Message Board site at <http://www.uslmra.com/>, so our members may see the questions and answers. You may also contact the designated staff members by e-mail for answers to any questions you may have.

Let us all remember that we should strive to maintain professionalism in our appearance and conduct, and we hope to keep participation fun, affordable, safe and competitive. For those who wish to spend time seeking loopholes in the rulebook, or defeat the spirit of the rules; we suggest you are racing in the wrong organization.

Sincerely,

Bruce Kaufman—USLMRA President
Kerry Evans—USLMRA Vice President of Administration
Manny Torres --- USLMRA Race & Technical Director

Home of the STA-BIL Racing Series

It is the responsibility of the builder and driver to adhere to, and be familiar with, the requirements of this rulebook.

Any questions concerning these rules may be directed to the appropriate staff member. We highly recommend addressing them on the FREE Yahoo Club site at: <http://groups.yahoo.com/group/USLMRA> or the USLMRA Message Board at: <http://www.uslmra.com/> so that the majority of our members may see the questions and answers:

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2010 USLMRA Licensing Rules

USLMRA License, Definition: A USLMRA License is issued to a person who has raced at a prescribed class level and their experience is such that they are believed to be capable of racing within the licensed class in a safe manner.

Rookie Racer, Definition: A person who has not competed in a STA-BIL National Lawn Mower Racing Series US Points Race (STA-BIL Series) in any Prepared Class or FX Class within the past 12 months of a Race Day.

Veteran Racer, Definition: A person who has competed in a STA-BIL Series Race in Class, Prepared Class or FX Class within the past 36 months.

Pro Racer, Definition: (BP and FX): A person, 18 years of age or older, who has raced in at least ten (10) USLMRA Races (STA-BIL Series or Local Chapter Races) in the B Prepared or FX Class, with at least four (4) of the races having been STA-BIL Series Races.

I. LICENSING: STA-BIL SERIES

- 1) A Rookie Racer shall not compete at a 2010 STA-BIL Series Race in B Prepared or FX Class.
- 2) License will be issued in each class a racer competes in.
- 3) A License for one race class does not grant licensure for any other class. Licensure is provided for each class.
- 4) Pro Racers shall be permitted to race in all classes at any STA-BIL Series U.S. Points Race.
- 5) "Veteran License" will be issued to racers meeting licensing criteria in IMOW, A Prepared, C Prepared, S Prepared and Junior (J) Prepared Classes.
- 6) "Pro License" will be issued to racers meeting licensing criteria in B Prepared and FX Classes.
- 7) A License may be issued to a racer for any class at the discretion of the Race Day Chief Steward for situations including, but not limited to a racer who can verify participation in a similar class in non-USLMRA affiliated race events; a satisfactory display of driver competence; a racer 16 to 18 who has previously raced in at least four (4) STA-BIL Series races.

II VETERAN RACERS OBTAINING A PRO LICENSE

Veteran Racers may obtain a Pro License by racing in at least ten (10) USLMRA Races (STA-BIL Series or Local Chapter Races) in any Veteran Racer Class, with at least four (4) of the races having been STA-BIL Series Races, subject to approval of the National Race Director.

III. LICENSING AT THE USLMRA LOCAL CHAPTER LEVEL

Issuance of License is at the discretion of each Local Chapter

IV. INTENT

To recognize the ever-increasing speeds of racing lawn mowers and the wide range of racer experience and to create a competency level to be adhered to and legislated. To recognize the fact that racers often purchase entire racing machines or component parts, creating the potential for a disparity of driving expertise. To raise entry criteria in the B Prepared and FX Classes.

V. SPECIAL CIRCUMSTANCES

USLMRA realizes special circumstances may arise regarding Licensing. Racers are encouraged to communicate with the National Chief Steward or Race Day Chief Steward to discuss their situation.

GENERAL COMPETITION REGULATIONS

I. RULES OF THE TRACK

A) No driver who has consumed any alcoholic beverage on the day of an event may participate in a practice or race. ***NO alcoholic beverages may be consumed by ANY driver or race staff before the end of the last race or other on-track activity.*** **NO** illegal drugs or controlled substances shall be tolerated on the track premises **AT ANY TIME**. Violation *will* result in disqualification and loss of points.

B) **NO BUMPING WILL BE TOLERATED**

C) The responsibility for a safe pass rests with the overtaking driver.

D) The following flag signals will be obeyed without question:

GREEN: The race/practice is underway when the green flag is waved.

YELLOW: Take care, Danger. **NO PASSING ON ENTIRE COURSE.** Drivers form a single line and close up with the leader, and follow the Starter's directions. Very slow machines may signal following machines to pass under yellow.

YELLOW & WHITE: These two flags drawn together by the starter are to indicate that the field is not sufficiently bunched for the restart. If you see this signal, close it up!

RED: Stop racing immediately. Clear the course as much as possible.

BLACK: Generally for a driving infraction or equipment violation. Driver must complete lap and pull into the pits for consultation with the Chief Steward at the designated spot. A furled black flag means the driver must clean up his/her act or receive a full black flag.

WHITE: One lap to go. Crossed with GREEN means ½ way point.

CHECKERED: End of race or practice session. Driver must complete lap and pull into pits or **impound area**.

E) Driver must keep **both hands** on the steering wheel, except to momentarily operate other controls.

F) If a driver leaves the course, he/she must re-enter the course as close as possible to the same point the mower left the marked track. The driver may not simply reenter further down the track.

G) If a mower stalls on the course, the driver's first responsibility is to move the mower to a safe position at least 10 feet off the course. **Pit Crew or guest may not go on the course at any time during a race unless specifically directed to do so by the safety crew. This could lead to Driver Disqualification!**

H) Mower must be completely stopped before driver dismounts.

I) Unsafe on track/off-track driving practices may result in disqualification.

J) All drivers must attend all announced driver's meetings. All first-time **USLMRA National Event** drivers must attend an announced rookie driver's meeting and 'Driver's School'. Roll may be called, and drivers may be penalized or disqualified for failure to attend.

- K) Grid positions will be determined on race day by random public draw during registration.
- L) Protests against another driver or his/her mower must be lodged in writing with the Race Day Chief Steward on an official protest form prior to the start of the race, or within 30 minutes of its completion.

Enforcement of these rules depends on a protest being filed with the Race Day Chief Steward or any Race Day Staff. The Race Day Chief Steward has final say on all protests.

- M) Starts will be LeMans style, with engines off. Once all mowers are lined up, drivers will line up directly in front across from their mower (In a direct line from their mower) facing the head flagger. On the green flag, drivers will cross the track on foot, start their mowers and start racing. Crew members may assist with starting after driver is on the mower. Crew members may not go onto the track, or assist or push the mower from the grid. ***Mowers with remote starters will be moved to the back of the grid.***
- N) If by chance a driver is in need of a runner due to Physical Disabilities or injury (as determined by the Chief Steward to be capable of racing) will coordinate with the Chief Steward for the runner prior to the start of racing. When approval is granted the driver will stand centered, directly behind their mower with their hand in the air and wait for the runner to tag the hand when the green flag is dropped.
- O) Laps will be counted under the yellow flag. However, there will be a minimum of two laps, under green, after a yellow to finish the race (Green, White, Checkered) .
- P) Drivers involved in an incident must be inspected in the grid area at the discretion of the Technical Inspector(s) and the Race Day Chief Steward.
- Q) All mowers involved in an accident will be moved to the end of the racing order after it's determined that they are safe to continue.
- R) The first five finishers in each class of a feature Race ***MUST*** return to the start/finish line for racer interviews and/or trophy presentation unless otherwise directed (victory laps are permitted), or risk disqualification.
- S) No onboard communication devices or spotters on side of track are allowed.
- T) All on-track and competition (i.e. non-technical) issues must be raised with the **Race Day Chief Steward.**

II. RULES OF THE PITS & GRID

- A) No person under 16 years of age shall be on the grid. Persons 16 or 17 years of age may be on the grid with an approved parent's consent form on file with the Race Day Chief Steward.
- B) Mower pit speed is 5 mph maximum.
- C) No mower may have more than 1 attendant on the grid, in addition to the driver.
- D) Long pants, closed shoes and shirts are required in the track area.
- E) No smoking in the track area.
- F) Refueling: Driver must dismount and engine must be turned off when fuel is added. A fire extinguisher (liquid fire rated) must be in the hands of a crew member any time fuel is added to a hot machine.
- G) Mower must be completely stopped before driver dismounts.
- H) Crews are under the direction of the Pit Steward at all times.
- I) The driver is responsible for the conduct of his/her guests and crew, even while on the track.
- J) Unauthorized personnel shall not enter the racing course. All individuals entering the controlled area which includes but is not limited to the racing course, grid and pit area, including crew members and guests, must sign a release and display a wristband discharging the USLMRA from liability.
- K) No pets are allowed on the racing course. Pets in the pits must remain on a leash and owners are responsible for cleaning up after their pets
- L) The USLMRA reserves the right to limit pit space. Campers and RV's may be permitted on Race day ***only if space allows.***
- M) No vehicles other than racing mowers and official vehicles such as tow mowers shall be on or near the track.
- N) Entry fees shall be:
\$20.00 maximum for USLMRA-sanctioned STA-BIL Points and Local Chapter races; \$30.00 for the **STA-BIL Keeps Gas Fresh Finals.**

III. DRIVER ELIGIBILITY

- A. All Drivers **must** be members of the United States Lawn Mower Racing Association.
- B. Drivers must be at least 18 years of age. Drivers 16 and 17 years of age may compete with an approved parent's consent form on file with the Race Day Chief Steward at each event. For JP drivers a Parental Consent form can be filled out by a parent or legal guardian prior to the event. However, it must be an original, and it must be notarized. Note that this applies to the first time you race at a facility. Once one is signed for a particular facility, it is good for the year.

IV. DRIVER SAFETY EQUIPMENT

- A) Every JP, **IMOW, Prepared and FX** driver must wear an automobile racing or motorcycle-type **full face helmet** approved by the U.S. Department of Transportation or the Snell Foundation.
- B) Whenever held, Stock drivers must wear an automobile racing or motorcycle-type helmet approved by the U.S. Department of Transportation or the Snell Foundation.
- C) The helmet must fit snugly and be securely buckled when driver is on the track. Long hair must be kept tucked inside the helmet.
- D) Goggles or a face shield are required. Glasses are not sufficient.
- E) Every driver must wear long pants, long-sleeved shirt or jacket, full-finger gloves and leather over-the-ankle footwear on the track. Motorcycle leathers or antiabrasion karting suits are highly recommended. No loose clothing (un-tucked or un-buttoned shirts, etc).
- F) An approved, racing neck support is **MANDATORY** in *JP, IMOW, Prepared and FX*.
- G) Driver must have a full 10BC-rated fire extinguisher in his/her equipment.

V. MOWER ELIGIBILITY

- A) Events are open to all self-propelled rotary or reel type lawn mowers; the main provision being that the mower must originally have been designed, mass produced, and sold commercially through a dealer network to mow residential lawns. It must remain suitable for lawn cutting, apart from the modifications permitted below or in the supplementary regulations of an event.
- B) The generally accepted category is riding mowers and lawn tractors with rear tires 20 inches diameter and under. Mowers from England (with trailer seats) may compete. Grass catchers are not permitted. **See class rules for engine size limits.**
- C) Final determination of eligibility and classification is up to the Chief Technical Inspector. **Note: Race Day Chief Steward if the Chief Technical Inspector is not available.**
- D) A STA-BIL Fuel Stabilizer and/or a STA-BIL Series sticker **must be displayed in clear view on the right side and front of mower.**
- E) Organizers reserve the right to reject at any time any mower, which in their opinion represents an attempt to defeat the spirit of these Regulations, even though it complies with the letter of them.

VI. TECHNICAL INSPECTION

- A) Every mower entered in any USLMRA event must be approved for competition by Technical Inspection before practicing or racing at any event. A *Safety Tech/ Build Tech* sticker will be issued at **each** race. Top five finishing machines **may be required to go directly** from the track to the impound area (when provided), and be inspected for Build Tech compliance. **Failure to impound** directly from the track may be cause for automatic disqualification and loss of points. All JP's & IMOW'S will remain on track for RPM & Air Pressure check Inspection after feature races. JP & IMOW racers at the discretion of the Chief Steward may be required to have gear ratio checked as a group, participation is mandatory if this is determined to be needed.

- B) Drivers may be tested by race officials at any time for knowledge of flag procedures and these Regulations. Drivers must pass all tests in order to practice or race.
- C) Drivers must show their personal safety equipment at Technical Inspection before practicing or racing at any event.
- D) The Race Day Chief Steward shall have the right to remove from competition at any time any driver, crew member or guest in the paddock who does not comply with these Regulations, who fails Technical Inspection or who, in the Race Day Chief Steward's sole discretion, is exhibiting behavior which is dangerous to participants or spectators.
- E) *If, after reading these Regulations you need a clarification, you are encouraged to contact one of the Staff members PRIOR TO RACE DAY. We want everyone to race, BUT we are creating fairness, safety, consistency and enforcement of USLMRA rules.* Competitors must be aware that Clarifications are offered in good faith and do not afford specific mowers protection from subsequent protest.
- F) *USLMRA Staff*
(see page 2)

VII. GENERAL MOWER REQUIREMENTS

NOTICE

These general requirements apply to ALL racing classes. Any EXCEPTIONS to these requirements are listed in the individual class build rules.

- A) CUTTING BLADES MUST BE REMOVED COMPLETELY FROM ALL MOWERS. ALL MOWERS MUST HAVE A CUTTING DECK SECURELY MOUNTED IN THE STOCK POSITION, WITH A MINIMUM OF 2.5" GROUND CLEARANCE UNDER THE LOWEST POINT OF THE DECK. Decks cannot have no type of bumper/Guard around it unless it is Factory designed. All prepared classes and JP/IMOW must have a factory type deck not home design.
- B) No overhead cam engines allowed except in the stock class. No liquid cooled engines in any class
- C) All non-stock mowers MUST be equipped with an automatic throttle closing device. Stock mowers MAY be so equipped if desired.
- D) All mowers must be equipped with a kill switch, which will turn off the ignition if the driver leaves the mower. Non-stock mowers shall use a tether, mechanically attached to mower and driver. Velcro is **not** acceptable. Pressure switches are not allowed. Kill switch must remain in closed position (engine not running) until driver mounts mower. Additional switches that can by-pass the kill switch are not allowed under any circumstance.
- The ignition interrupter kill switch and cap/prong must be commercially available for racing type vehicles such as jet skis, snowmobiles, 4-wheelers etc. Magnetic or any other form of homemade switch is not allowed.**
- E) Mower brakes must be in good condition, easily operated and operating on at least two rear wheels.
- F) Brakes may be improved in any way.
- G) Throttle and brake controls may be relocated.
- H) **FRAME: Discrete strengthening is allowed. Front and rear axles must use original frame as primary mounting point.**
- I) Mowers must be free of projections, which could injure the driver or a competitor, or damage another mower. No axle or wheel mounting bolts may protrude beyond the face of the tire sidewall.
- J) Mowers must be safe and complete, all parts and panels in place, with no missing nuts, bolts, cotter keys, etc.
- K) All exposed chains and sprockets must be fitted with metal guards, which will direct a broken chain downward.
- L) Mowers must be neat and clean, with paint in new or very good condition. No excess dirt, oil, grease, rust or primer. Sponsor graphics must not interfere with mower's racing numbers or class letters.
- M) No bumpers, nerf bars or push bars.

N) *All mowers that do not have the top of the engine completely covered by the hood must have the flywheel covered by either the recoil housing, the stock wire housing or racer made cover.*

O) Race numbers should be a minimum of 3" high and of a sharply contrasting color from their background, and should be visible from all four sides of the mower. All mowers must have their number visible from the front for grid line up and scoring purposes. **It is recommended that racing numbers be pre-registered with the RACE NUMBER COORDINATOR.** Machines without numbers will have them assigned on race day. Racing numbers are "owned", and will force unregistered duplicates to change. Class letters, should be a minimum of 3" high, and be shown on both sides of the mower.

P) **All** positively charged terminals must be insulated with a cover or heavy tape, and battery must be well secured.

Q) No offset or stagger. Body must be mounted in the center of the wheels. **Tires must match in Size, Brand and tread design per axle (with the exception of FX class).** Lawn mower seats only, in the stock location, no lower than the tops of the fenders or exposed rear tires and on centerline. Offset measured from centerline to the outside of tire sidewall. Wheelbase may not be altered.

R) Glass headlights must be taped or removed.

S) Maximum width 38" sidewall to sidewall unless otherwise stated in the class build section.

T) Steering wheels and handlebars may be replaced with any commercially available pieces, but not substituted for each other. Steering Wheels may not be mounted off center unless originally mounted offset. Steering columns must pass through the original hole in hood or dash at the original angle. All Nuts and bolts attaching the steering assembly (tie rods and spindles) must be secured with Lock Nuts, castle nuts with carter pins, or close pins. **Handlebar type grips may not be added to steering wheels in any class.**

U) Tires must be lawn tractor tires. No Snow Hog, tiller, A.T.V, commercial mower or performance compound or competition kart tires. **Flat tires will be black-flagged!**

V) No centrifugal and/or torque converter clutches except in FX.

W) Minimum 4" ground clearance to frame, 2 1/2" ground to deck unless otherwise stated in class build section.

X) All mowers must utilize a clutch.

Y) Flywheels

It is highly recommended, again highly recommended but not mandatory at this time that in all Prepared classes and in FX that Billet Aluminum Flywheels be used.

a. Unmodified Stock.

b. 100% Billet.

c. Modified Stock along with an approved scatter shield (guidelines below).

All Scatter shields used on a USLMRA lawnmowers must adhered to the following specifications:

1. Scatter shields must be fabricated from 1/8" steel minimum.

2. The scatter shield must be form fitting and follow all of the contours of the blower housing.

3. The scatter shield must be the same height (vertical shaft) or same width (horizontal shaft) as the blower housing and be bolted to the block using the original mounting points.

4. A 1" X 1/8" minimum steel strap must run across the face of the blower housing to reinforce the scatter shield, side to side.

5. Notches for starter drives must be reinforced to at least one inch past each end of the notch.

6. Any holes drilled into shield for items such as dip stick holder or fuel pump must be 1/4 inch or less.

7. The scatter shield must be painted to match the engine's blower housing.

Z) Fuel lines must be clamped at all joints.

FUEL and FUEL DELIVERY

The only acceptable fuel is pump gasoline. Additives, other than STABIL Fuel Stabilizer are prohibited. Any apparatus other than the carburetor or fuel injector, which can be used to introduce any gaseous or liquid substance into the induction flow, whether connected or not, is

prohibited, and will result in disqualification. Such devices include, but are not limited to, Nitrous Oxide, alcohol or water injection systems, turbo or superchargers, and/or the attendant hardware consistent with these systems. Any attempt to conceal or disguise such apparatus will be considered a flagrant violation and may result in expulsion from the USLMRA.

ALL FUEL IS SUBJECT TO TESTING WITH DIGITRON. BE ADVISED THAT WE WILL BE CALIBRATING WITH LOCALLY OBTAINED FUEL, AND IT IS STRONGLY RECOMMENDED THAT RACERS PURCHASE FUEL LOCALLY TO AVOID POSSIBLE FUEL VIOLATIONS DUE TO REGIONAL DIFFERENCES IN FUEL BLENDS.

Electric fuel pumps are not allowed on closed-course machines.

VIII. RACING CLASSIFICATIONS

A) **STOCK**, Class designation: S

1) **Governed engines, 3650 RPM max. (No load)**

2) Any replacement parts used must be exact replacements for original, and may not offer any improvements in power or reliability over the stock part.

3) **Maximum 15 PSI tire pressure**

4) **INTENT:** A race class for Local Chapters (if desired) and a race day class at STA-BIL National point series races at the discretion of the venue host.

Stock will not count in US Points standings

B) **Junior Prepared Class** (for Ages 10 – 15) Class designation: JP

This is a highly regulated class that is specific to the modifications that are done. The intent is to have as nearly identical mowers as possible so that Junior Prepared Drivers can gain experience and develop skills needed to advance to the “Prepared Class” when they become of age.

Special requirements:

a. All JP drivers 10-15 years old must be current members of USLMRA

b. Parents/ legal guardian must be present

c. Parents/ legal guardian must be available to work corners or in the infield if needed during JP Race

1) **TYPE:** Must be a full-size lawn tractor, front engine, stamped steel frame and manufactured as such, as delivered except for the modifications listed below. Mid engine frames are not allowed

2) **ENGINE: Governed engines, 3650 RPM max. (No Load).** Single-cylinder valve-in block engines, not to exceed factory rating of 15 horsepower. Engines must be stock and complete. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement.

3) **Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.**

4) **Driveline:** Transmission or Transaxle must be shift able and of Lawnmower origin and gear ratio in highest gear is to be no less than 8 to1.

Example: while in the highest gear the rear wheels can turn no more than one revolution every time the engine rotates eight times.

No Veri-Drives, No centrifugal and or torque converter clutches. Mowers using a chain drive type transmission must use an axle-mounted brake system.

5) **Body:** Must be stock, without external alterations, although discrete strengthening is allowed. Hood must be secured. Also Hoods must be hinged or a hole in grill for access to spark plug wire for “RPM” checks. Minimum 4” ground clearance to frame, 2 ½” from the ground to the bottom of deck. Footholds must be discrete, and no more than 2” high, made of flat or “L” stock (no rod stock), and made such that the foot can not become entangled in a rollover.

6) **Deck:** Mowers must mount steel factory decks. The deck must be at least as wide as either running boards or body edge whichever is wider. Decks may not extend any more than 2” beyond the tire sidewalls on each side. Deck halves may be mounted to running boards. Decks must be secure.

7) **Front and rear axles** must remain in stock location. Front spindles are to be min. 5/8” in diameter. All steering linkages must use ball-type or spherical threaded rod ends. **Shaft locks**, center drilled axle with locking bolts and castellated nuts with cotter pins are acceptable for securing front wheels. Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels. **Cotter pins, E-rings, and C- rings alone, bent nails, hitch pins, over-center pins, and quick-release pins are not sufficient for wheel retention and are not approved.** Rear axle may use open differential, locked, “live” or solid axle. No single wheel drive.

8) **Steering;** Front axle and steering may be reinforced, substituted or fabricated. In the Case of racer-fabricated axles, these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.

Aluminum may not be used as the material for the one-piece axle.

9) **Wheelbase;** Minimum 39" unaltered. **Width;** Maximum 38" sidewall to sidewall.

10) **Wheels:** Metal rims 5” minimum front wheels, 8” minimum rear wheels. Rear tires maximum is 16” diameter as written on the side wall of the tire. **Actual Diameter may not exceed 16 ¼" Maximum 15 PSI tire pressure**

11) **Kill Switch:** Mowers must be equipped with an automatic throttle-closing device. All mowers must be equipped with a kill switch, which will turn off the ignition if the driver leaves the mower. Velcro is **not** acceptable. Pressure switches are not allowed. Kill switch must remain in closed position (engine not running) until driver mounts mower. Additional Switches that can by-pass the kill switch are not allowed under any circumstance.

MODIFICATIONS NOT LISTED ARE NOT APPROVED

INTENT: To provide a safe opportunity to demonstrate the driver’s ability when in competition with essentially identical mowers. This is a highly regulated **class to insure uniformity between JP machines. As you can see, these machines are essentially Prepared Chassis’ (AP, SP, CP, & BP) with IMOW drive trains. This allows young racers to gain race experience at IMOW speeds which will approximately reach 15-20 mph (on a USLMRA US Points Track), but with a more stable platform that can easily be upgraded into the prepared classes when the driver reaches the Minimum age.**

C) **IMOW.** Class designation: **I**

This is a highly regulated class that is specific to the modifications that are done. The intent is to have as nearly identical mowers as possible so that this class is based on driving ability.

1) **TYPE:** 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

2) **ENGINE: Governed engines, 3650 RPM max. (No Load).** Single-cylinder valve-in block engines, not to exceed factory rating of 15 horsepower.

3) **DRIVELINE:** Transmission or Transaxle must be shift able and of lawnmower origin and gear ratio in highest gear is to be no less than 8 to1. **Example:** while in the highest gear the rear wheels can turn no more than one revolution every time the engine rotates eight times. **No Veri-Drives**

- 4) **BODY:** Must be stock, without external alterations. Hood must be secured.
- 5) Front and rear axles must remain in stock location. Front spindles are to be min. 5/8" in diameter. All steering linkages must use ball-type or spherical threaded rod ends
- 6) Minimum 4" ground clearance to frame, 2 1/2" ground to deck.
- 7) Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.

Aluminum may not be used as the material for the one-piece axle.

- 8) Maximum width 38" sidewall to sidewall.
- 9) Shaft locks, center drilled axle with locking bolts and castellated nuts with cotter pins are acceptable for securing front wheels. Cotter pins, E-rings, and C-rings alone, bent nails, hitch pins, over-center pins, and quick-release pins are not sufficient for wheel retention and are not approved.
- 10) **WHEELS:** Metal rims 5" minimum front wheels. 8" minimum rear wheels. Rear tires maximum is 16" diameter as written on the side wall of the tire. Actual diameter may not exceed 16 1/4"

Maximum 15 PSI tire pressure

- 11) Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels.
- 12) **DECK:** Mowers must mount steel factory decks. The deck must be at least as wide as either running boards or body edge whichever is wider. Decks may not extend any more than 2" beyond the tire sidewalls on each side. Deck halves may be mounted to running boards. Decks must be secure.
- 13) Engines must be stock and complete. After market consumable parts such as air filters and spark plugs may be used as long as they are a direct stock replacement.
- 14) **Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.**
- 15) Footholds must be discrete, and no more than 2" high, made of flat or "L" stock (no rod stock), and made such that the foot can not become entangled in a rollover.
- 16) Minimum 39" unaltered wheelbase.
- 17) Rear axle may use open differential, locked, "live" or solid axle. No single wheel drive.
- 18) No centrifugal and or torque converter clutches
- 19) Mowers using a chain drive type transmission must use an axle-mounted brake.
- 20) Hoods must be hinged or with a hole in grill provided for access to spark plug wire for RPM checks
- 21) 24v/ dual/single battery starting systems are not authorized

Note; several Local Chapters have began experimenting with the single cylinder OVH engine in the IMOW Class. Due to the fact that most manufactures have cease manufacturing Flat Head engines, USLMRA has began looking into the conversion of IMOW to the Single cylinder OHV engines. This may take place as soon as the 2011 racing season but no sooner. LCP's should start experimenting with this change. The Mower Build requirement will remain the same as the current JP/IMOW (on a prepared chassis). Michigan and Pennsylvania LMRAs have already started experimenting with this and all seems to be working fine

MODIFICATIONS NOT LISTED ARE NOT APPROVED.

INTENT: To provide a safe opportunity to demonstrate the driver's ability when in competition with essentially identical mowers. This is a highly regulated class to insure uniformity between machines.

*******WARNING!*******

Remove mower blades before modifying or removing the engine governor. Governor alterations will allow the engine to over speed, which may cause blade or blade assembly to explode, presenting grave danger to participants, spectators and officials around the mower, and may lead to damage of the engine and/or engine components.

D) **PREPARED:** Class designation: **A/P, S/P, C/P** and **B/P**. These mowers are as delivered from the factory except for the modifications listed below.

1) Engine must be originally manufactured for use in lawn mowing equipment and be stock in appearance, with the exception of air filter, air cleaner or velocity stack. Crankshaft must be in original orientation and clearance hole in the frame. Engine may be internally modified.

2) Exhaust design is open, but must terminate away from driver and competitors, in a rearward and/or downward direction and present no apparent safety hazard.

3) Starter must be onboard, either electric or pull-rope.

4) Driveline may be modified from the engine pulley to the rear wheels, but must utilize a shiftable lawnmower transmission or transaxle. Vari-drivers may only be used in an original installation.

5) Rear axle may use open differential, locked, "live" or solid axle. No single wheel drive.

6) No centrifugal and or torque converter clutches.

7) Rear axle should use shaft locks, center bolts, or thru-bolts to secure the rear wheels.

8) All steering linkages must use ball-type or spherical threaded rod ends.

9) Front axle may be pinned, bolted or welded into stock position. No suspension, no shock absorbers.

Axles must have a 1-piece beam.

10) Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, **these will be subject to the judgment of the Technical Inspector as to their apparent safety for racing.**

Aluminum may not be used as the material for the one-piece axle

11) Shaft locks, center-drilled axle with locking bolts, castellated nuts with cotter pins, are acceptable for securing front wheels. Cotter pins, E-rings and C-rings alone, bent nails, hitch pins, over-center pins and quick-release pins are not sufficient for wheel retention and are not approved.

12) Wheels must be the same size on each axle, of any origin, made of metal. No dual or tandem wheels.

13) **DECK:** Mowers must mount steel factory decks: The deck must be at least as wide as either running boards or body edge whichever is wider. Decks may not extend any more than 2" beyond the tire sidewalls on each side. Deck halves may be mounted to running boards. Decks must be secure.

14) SAE-rated trailer or lawnmower tires must be used.

15) Footholds must be discrete, and no more than 2" high, made of flat or "L" stock (no rod stock), and made such that the foot can not become entangled in a rollover.

16) Class is determined by the OEM factory rating of the lawn mower engine.

17) All parts should be of lawn mower origin with the exception of those specifically mentioned above or otherwise allowed under Sec. VII.

18) Hoods and body parts such as fenders may be upgraded from year to year only if the parts are from the mother company and any subsidiary company of said mother company.

19) External ignition Systems are allowed.

20) Aluminum Flywheels are allowed.

21) **Fenders may be discreetly moved but not altered.**

22) **Must use axle mounted brakes, no lawnmower transaxle or transmission mounted brakes.**

CLASSES DEFINED: (based on OEM BLOCK designation)

A/P: Valve-in block 4 stroke engines **8.5hp and under with a factory maximum stock original displacement of 22 cubic inches and under** (The Tecumseh 22 cu in and the Briggs 19 cu in blocks are the largest allowed). 34" minimum unaltered wheelbase. 4" minimum front wheels. 6" minimum rear wheels. **Crankshaft must be in original orientation. Engine plate may be welded to frame rails in as close to the original location as possible.**

S/P: Valve-in block single cylinder 4 stroke engines **over 8.5hp** . 39" minimum unaltered wheelbase. Mid engine frames are not allowed. 5" minimum front wheels. 8" minimum rear wheels.

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.

B/P: All overhead valve V-twin 4 stroke engines, 20hp and under. 42" minimum unaltered wheelbase. Mid engine frames are not allowed. 6" minimum front wheels. 8" minimum rear wheels.

INTENT:

To allow competitors the opportunity to compete in a faster class of racing.
Mowers must maintain a recognizable form of a lawn mower.

E) **FACTORY EXPERIMENTAL**. Class Designation: **F/X**. These are mowers as delivered from the factory except for the modifications listed below.

- 1) **Maximum engine displacement (465cc) single cylinder**. 4-cycle, originally manufactured for use in lawn mowing equipment. They may be internally and externally modified.
- 2) Exhaust is open as long as it exits away from the driver and presents no apparent hazard.
- 3) Driveline choice is open.
- 4) Wheels may be of any origin, made of metal, 10" diameter maximum.
- 5) Kart tires allowed, Snow hogs allowed on front only.
- 6) Rear axle should use shaft locks, center bolts or thru-bolts to secure rear wheels.
- 7) All steering linkages must use ball-type or spherical threaded rod ends.
- 8) Front axle may be pinned, bolted, or welded into position. No suspension, no shock absorbers. Axle must have 1-piece beam. Center-pivoted axles may be dampened.
- 9) Front axle and steering may be reinforced, substituted or fabricated. In the case of racer-fabricated axles, these will be subject to the judgment of the Tech Inspector as to their apparent safety for racing.
- 10) Shaft locks, center drilled axle with locking bolts, castellated nuts with cotter pins, and washers with new cotter pins are acceptable for securing front wheels. Cotter pins, E-rings, and C-rings alone, bent nails, hitch pins, over-center pins, and quick-release pins are not sufficient for wheel retention and are not approved.
- 11) Throttle and brake controls may be relocated.
- 12) **Must use axle mounted brakes, no lawnmower transaxle or transmission mounted brakes.**
- 13) Cutting deck may be simulated, to extend no more than 2" beyond tire sidewall.
- 14) Stagger is allowed, however offset is **not**.
- 15) Footholds must be discrete, and no more than 2" high, made of flat or "L" stock (no rod stock) and made such that the foot can not become entangled in a rollover.
- 16) **Handle bar type grips can not be added to steering wheels!**
- 17) Mid-engine frames may be updated, but must retain the form of the original factory frame. Mid-engine frame updates must follow the following specifications:
 - a. 15 inch maximum width outside to outside of the frame (rails).
 - b. The frame may not exceed an overall length of 48 maximum.
 - c. 42 inch maximum wheelbase, center front to center rear axles.
 - d. **Must be replaced with steel only. Round tubing is not allowed.**
 - e. Hoods, grills and fenders must be original or retain the original form.
- 18) Pan chassis frames may be altered to shorten wheelbase. The minimum wheelbase on altered pan chassis frames is 42 inches center front to center rear axles. They must retain the original pan chassis and body parts.
- 19) Engine must remain in original position (front, mid or rear) in reference to the steering column and the seat.

INTENT:

F/X machines are mowers that no longer function as lawn mowers, but maintain the appearance that they do.

IX. STA-BIL NATIONAL LAWNMOWER RACING SERIES POINT SYSTEM AND AWARDS POLICY

The point system is designed to encourage and recognize participation. Points are awarded for all **STA-BIL National Lawn Mower Racing Series (aka US National Points™)** races, and the **STA-BIL Keeps Gas Fresh Finals**. Points are awarded and trophies given for points winners in each class. Series point's winners will be announced at the conclusion of the **STA-BIL Keeps Gas Fresh Finals**. First through fifth place points winners will receive prizes and/or trophies. You are still allowed to make each and every Regional Points Race, should you have the time, money and desire. Your participation is always encouraged.

When figuring the points standings, **USLMRA** will only use your **four** best finishes. On "**Finals**" Weekend, there will be one final points race (the **STA-BIL Keeps Gas Fresh Finals**), which will also be counted toward your National Class Ranking. This means you will have your four best **STA-BIL National Point** finishes plus the **STA-BIL Keeps Gas Fresh Finals** being added together for your final points total.

1) 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 **four (4) USLMRA sanctioned races during the 2010 race season, including STA-BIL National Points Races or Local Chapter races, but at least one race must be a STA-BIL National Points Race. NOTE: To compete means to complete at least one race lap under power.**

2) Championship weekend will consist of a practice day (09-03-10), the **STA-BIL Keeps Gas Fresh Finals** and the qualification race for the Challenge of Champions (09-04-10), and the Challenge of Champions, (09-05-10).

a. The **STA-BIL Finals** will be run Saturday, (09-04-10), to determine the points champions per class.

i. The current top ten in points in each class will grid in the first ten starting positions with order determined by random draw.

ii. The starting positions for the remainder of the grid will be determined by qualifying heat(s). If qualifying heats are not required, griddling heats may be substituted. The Race Day Chief Steward will make this determination.

b. Drivers **not** qualifying for championship point trophies may race in the qualification race Saturday afternoon. The top ten finishers of this race will join the **STA-BIL Finals** Points championship winners and up to three racers-at-large, selected by the **USLMRA** President for the Challenge of Champions, to be run Sunday, (09-05-10)

USLMRA Points Structure.

100 points each for registration, starting and finishing a point's race

100 points for 5th

150 points for 4th

200 points for 3rd

250 points for 2nd

300 points for 1st

Note: Mower must cross the finish line **under power** to receive points for that race unless mechanical failure occurs *on the white flag lap. (The mower can then be pushed by the driver only across the finish line.)*

- A racer is allowed to race and receive points on an individual mower in one race class only in a race event.

- A racer may race a legal mower in a second race class with the permission of the Race Day Chief Steward only.
- Races officially start after the green flag drops.
- The *race* is defined by the first complete lap on the lead mower.
- If a **Yellow or red** flag is thrown before the lead mower completes the first lap, the race will be restarted but only once, if a second yellow/red flag is thrown before completion of the first lap, the race order will be determined by the order the mowers crossed the Start/Finish line at the start.
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****Racers will receive no points or race credit towards Qualifying for the Sta-Bil Nationals for any race they received a disqualification (DQ).****

Code of Conduct for USLMRA Members

The United State Lawn Mower Racing Association (USLMRA) expects its staff, Local Chapter (LC) Presidents, racers, general membership, and volunteers to always act in a courteous, professional manner for the benefit and growth of lawnmower racing.

The USLMRA reserves the right to accept, deny, suspend or revoke the membership of any member, or place any member on probation, for any action(s) deemed detrimental to the sport of lawnmower racing. Any member under suspension, revocation or probation may be barred from participation in any Sta-Bil National Points race, non-points race, and any sanctioned and/or affiliated Local Chapter racing events. Additionally, any person whose membership has been suspended or revoked may be barred from entry to any area at any race venue controlled by the USLMRA or local chapter. These areas include but are not limited to: the race track, pit area, and any area used for race administration purposes.

As stated in the USLMRA/Sta-Bil Racing Series Rulebook (Sect. II, par. I), “The driver is responsible for the conduct of his/her guests and crew, even while on the race track.” Should anyone attending a sanctioned event be found committing any detrimental act, that person will be removed from the premises, and the member driver will be held responsible for the conduct of that guest/crew member and will be subject to suspension or revocation. Revocation, suspension or probation period of membership may be enacted without prior notice, and will be at the sole discretion of, and by majority agreement, of the USLMRA National Executive Staff.

Actions or conduct that may lead to suspension, revocation or probation include, but are not limited to:

1. A conscious effort by a member to ignore or circumvent in any way, USLMRA rules as defined in the Sta-Bil Racing Series Rulebook.
2. Verbal assault, either public or written, of any USLMRA staff member, LC official, volunteer, or other USLMRA member.
3. Physical assault of any USLMRA staff member, LC official, volunteer or USLMRA member.
4. Persistent on-track violations, including, but not limited to rough driving, passing under yellow, failure to follow on track instruction.
5. Any conscious effort to undermine the integrity of the USLMRA, its staff, LC officers, volunteers and fellow members.
6. Any conscious effort to undermine the ability of the USLMRA, its staff, LC officers, volunteers and fellow members to conduct their activities at any race venue hosting a USLMRA or LC sanctioned event.
7. Any disruptive behavior, which, in the opinion of track officials, Local Chapter officers and staff and/or USLMRA staff, interferes with the orderly conduct of sanctioned and/or affiliated lawn mower races.

Any member of the USLMRA National Executive Staff may give reasons for suspension, revocation, or probation in writing, to all offenders, at his or her discretion.

Appeal of any suspension, revocation or probation will be handled on an individual basis. However, the right to appeal may not be granted in every case. Any request for appeal must be submitted, in writing, to the USLMRA National Executive Staff, stating the specific reason(s) for the appeal. The National Executive Staff serves at the discretion of the USLMRA President.

The USLMRA National Executive Staff is defined as Bruce Kaufman, Brooke Highline, Manny Torres and Jim Witt. Contacts for National Executive Staff members are published in page 3 of this USLMRA Rulebook.

Suspensions or probation may be for a period of up to one year. Revocations will be considered permanent unless cause can be shown for reinstatement.

USLMRA Local Chapters

These Local Chapters will be holding many of the sanctioned LC Races necessary for qualification for the STA-BIL Keeps Gas Fresh Finals.

Local Contact information can be found at <http://letsnow.com/chaptermap.html>

Local Chapters

AR-Arkansas Lawn Mower Racing Association

Glenn Bridger – President
Home-870-932-0549
Work-870-972-4492
Cell-870-897-6234
bridgerg8@aol.com

AZ-Arizona Lawn Mower Racing Association

David Calvert – President
602-919-8195
mowtavor@aol.com
<http://www.arizonalmra.com/>

FL-Florida Lawnracing Association

Charles Butcher
Phone-863-441-2644
cbutcher@wwdb.org
www.floridalawnracing.net

GA- Dixie Lawn Mower Racing Association

Michael Formentini – President
michael.a.formentini@us.army.mil
Home-256-832-4329
Cell: 256-405-7544
<http://dlmra.smfforfree4.com/index.php>

IL-Illinois Lawn Mower Racing Association

Ken Jones – President
Mendota, IL 61342
Home-815-910-6750
racepromo116@hotmail.com
racer16ap@hotmail.com
www.ilmra.com

IN-Indiana Lawn Mower Racing Association

Kary Koellicker – President
Cell-317-353-1256
karyk2000@yahoo.com

IA – Iowa Lawn Mower Racing Association

Kurt Knapp – President
Home-641-585-4301
Cell-641-590-4998
kkmbknapp@IowaTelecom.net

LA-Cajon Louisiana Lawn Mower Racing Association

Ronnie Henry – President	OR	Mr. Stacy Benoit – Vice President
Home-337-583-4986		Home-337-896-9555
Cell-337-842-6290		Cell-337-298-2646
Alternate: 337-302-0540		stacy_benoit@yahoo.com

rhenry44925@yahoo.com
<http://mowrace.com/>

ME-Central Maine Lawn Mower Racing Association

Kenny Rogerson – President
Home-207-990-1306
framebendal@aol.com

MD-Del-Mar-Va Lawn Mower Racing Association

Manny Torres – President, Vice President of Racing Operations
Home-410-378-8740
Cell-410-808-5641
Work-410-278-2054
csm.torres@netzero.net

MI-Michigan Lawn Mower Racing Association

Richard Webb – President OR Jayson Mikula – Vice President
Home-989-529-6356 Home-616-205-3053
Work-989-754 7300 Work-616-784-2471
Cell-989-529-6356 Cell-616-293-6423
LL7600@AOL.COM milmra@yahoo.com; jaysonmikula@yahoo.com www.milmra.net

MN-Minnesota Lawn Mower Racing Association

Lee Vine – President, Racing Numbers
Home-651-501-5820
Cell-612-269-1127
Work-1-800-222-1599 ext. 4952
lvine2001@yahoo.com
www.mownorth.com

New England Lawn Mower Racing Association

Jim Phillips – President
Home-860-536-6795
Cell-860-861-0426
igphillips@sbcglobal.net

ND-North Dakota Lawn Mower Racing Association

Don Gienger – President
Cell-701-400-4084
donmownator@yahoo.com
<http://www.ndlmra.com>
<http://www.ndlmra.com/board/>

OH-Ohio Lawn Mower Racing Association

Nancy Vinka – Interim President .
Home- 740-676-3255
dakoda214@yahoo.com

PA-Pennsylvania Lawn Mower Racing Association

Tom Lavalette – President and Eastern Regional Director
Home-717-684-3244
Cell-717-989-6224
trlrace@webtv.net; toms580@yahoo.com
<http://www.palmra.com/>

SD- South Dakota Lawn Mower Racing Association

Brian Gustad – President
Cell-605-661-7571

brian.gustad@hotmail.com

TN-East Tennessee Lawn Mower Racing Association

Rodney Peeler – President

Home-423-744-0610

Cell-423-506-9152

Work-423-745-0861

rpeeler1@msn.com

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

www.etlmra.com

TX-Lone Star Mower Racing Association

John Nelson – President

Cell-972-742-4545

Work-1-800-441-9064 or 972-437-5733

jnelson@splashofcolor.com

<http://www.lsmra.com/>

WI-Wisconsin Lawn Mower Racing Association

Shannon Kayhart – President

Home-715-223-3818

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www.wilmra.com

State and Regional Contacts:

MI – Tracy Donihue – Midwest Regional Director

Home-517-398-2041

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AL – Kerry Evans – USLMRA Timing & Scoring and Southern Regional Director

13433 Moffett Road, Suite E

Wilmer, AL 36587

Home-251-649-3433

Work-251-645-2942

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evansop@bellsouth.net

FL-Sid Whiteside – NASGRASS

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