



**Stimilon's Masters of Mini  
MoM Rules!**

**Everything you could ever want to know about dear old MoM for 2010**

**Message from davo**

Friends,

Once again, we are upon another season for the Masters of Mini Series – can you believe MoM will be 8 years old this year – wow. We remember when it was just 10 inch bikes out there – oh how times have changed. And with the changing times comes this year's updated MoM Rules! (our "rule" book) Now, we realize that there is quite a bit of reading here, but we encourage you to not only read through it all, but know it well. There have been some modest changes made this year because some of you had some new ideas on how to improve MoM. Many things are similar to year's past because it worked. Yet others have been tweaked to make room for improvements. So sit down and take some time to go through everything here a couple of times so you can get the most out of your racing and riding experience with us this year. **Let's face it, it has been a year since you read this anyway - so refresh your memory - even if you think it sounds familiar. It is your job as a racer to know these guidelines and rules.** (stupid questions will cost \$10 a piece this year, \$20 if the answer was in here and you didn't even bother to read thru this).

Consider this our "rule book" even though we hate that idea because rules seem contrary to what we set out to do in the first place – just get everyone together to have a good time. But in the end – YOU made a solid case that better structure will make things *more fun* so we listened. Not all your ideas could be put in place this year – beer tents (working on it), Swedish massage girls (one of our 30 second girls was from Brooklyn – does that count) and \$10,000 purses in each class (ha! Not happening) are all "excellent" ideas but just couldn't come together for us this year. However, many ideas were implemented and we think these will really help our series to continue to grow.

2009 was a tough year for everyone, us included, but we all made it through, and we are now stronger for it! A lot of companies, events, and even racers decided to pack it in after last year – NOT US AND APPARENTLY NOT YOU EITHER! Stoked, because 2010 is going to be strong, I can just feel it from the positive vibes, strong race attendance already, and of course all the emails. So, let me take a minute to explain to all of you all the opportunities that have become available to us this year because of our numbers. MoM's growth, especially in a declining economy, market and almost non existent pit bike scene has drawn a lot of attention from the right people and companies. We have more opportunities simply because we are stronger as a group then we could ever be as individuals. Why am I saying this? Because the more people that continue to attend MoM events, the more opportunities there are for all of us. So when I say bring friends at the end of each email it is not just a saying – it must become our mission statement for growth. Numbers bring new tracks, better scheduling, keep prices down, bring better sponsors in, etc. etc. etc. And remember bringing friends doesn't just mean racers, but spectators as well. The more you bring, the better the party! We have shown that FUN will always be in demand and therefore supported – no matter what the economy. So as always **BRING FRIENDS – OFTEN!**

### **Oh man, is it getting real?**

For some of you it has been real for a while now (be honest) yet for others it will never be real – and that is what makes the Masters of Mini Series different than any other pit bike series out there – we truly have something for everyone. Look, bottom line: we are still the same idiots running the show. We do not answer to any sanctioning body, the government or even your parents (mini dads be forewarned!) – We answer to you, our riders! However, we appreciate that we have championships, prizes, cash and yes, even egos, on the line so we made a few adjustments this year. Everything we did was to insure better racing and parity (big word, we know, look it up!). We tried to make sure there was no reason to cheat this year, and if you are going to (be that gay) and try to cheat we give everyone a chance to call you out. That way we can settle it and all get on with our lives. (See below)

Look, at the end of the day you are all still racing little kid’s bikes. I mean seriously, have you seen a picture of yourself – you look ridiculous! But, we all do it because it is so much fun and racing pit bikes doesn’t seem to have all the pressure of big bike racing. It was in that spirit that the Masters of Mini Series was born. Fun is the reoccurring theme here and you will hear us stress that over and over again. We have no idea how long this ride will last, so we might as well get everyone on board while we can and have a great time!

### **You guys aren’t very PC...**

Nope. We cuss, drink and make fun of each other as much as we possibly can. Deal with it!

### **Alright, bore me with your history...**

It is important to know where you came from and to recognize that this did not all happen overnight. Can you believe it has been 8 years now since MoM held our first event at Rocky Hill in Connecticut. MoM has grown from holding races on the kid’s track, with just 16 entries to now getting entire MX facilities, major sponsors, hundreds of friends showing up to bang bars, and even hundreds more coming out to watch and party with us after the race.

The Masters of Mini is one of the longest running Pit Bike Race Series in the Country! This once backyard event has grown into a nationally recognized race series that draws riders of all ages, abilities and backgrounds. MoM challenges everyone, spectators and riders alike, to remember why we started in this sport in the first place – to have a good time! So let’s not forget it...

### **Wow I’m super impressed – how much money can I give you today?**

Haha. We did a little research out there among some of the other well known pit bike races and series and found that the Masters of Mini series is still more affordable on a class per class basis than most. We hope that you agree with the value of what you are getting by riding, racing and partying with us. Look, as with most things in life, you get what you pay for and this is no different.

You see, as much as the MoM staff makes everything look easy, its not, and the series costs have increased over the years. So in order to keep up with what you expect from us, we have a responsibility to make sure the series is profitable or else it will cease to exist.

As promised from last year (when we explained this all the first time) prices have gone up a whopping \$4 this year (or \$2 per class for your first 2 classes – 3<sup>rd</sup> and 4<sup>th</sup> classes are still only \$10). We hope you all will understand and continue to support our capitalist intentions to profit off of your filthy habits. HA!

Cost	Classes Racing
\$60	2 regular classes <b>Pre Entry</b>
70	2 regular classes Post Entry
70	1 Rockstar Class, 1 Regular Class <b>Pre Entry</b>
80	1 Rockstar Class, 1 Regular Class Post Entry

MoM continues to be one of the most affordable forms of racing anywhere. And as always, you can save money by pre registering. Don't contribute to the idiot tax – pre register! And just like last year if you think you have the Rocks, we have the Rockstar class with fabulous cash and prizes... Lastly, we have continued the policy that if two classes just ain't enough, we have made your 3<sup>rd</sup> (and 4<sup>th</sup>) class a nominal fee of only \$10 each.

So let's talk about that a minute: This year we are encouraging you all to consider racing a third class. We want you to get the most out of your racing day. You came to ride your pit bike and Lord knows you've got enough into that piece of junk that you need to ride it – a lot. So why not ride all day instead of sitting around watching everyone else ride. Think about it – if you pre register, a 3<sup>rd</sup> class is basically free. So you can get more out of your day by adding a third class. Again, we don't want your money (yes we do) – we just want you to go home tired and happy.

\*Support the tracks that support the Masters of Mini Series – bring friends with you to race and hang out. Buy hot dogs, souvenirs, and make sure you wipe the seat after you pee! Please note MoM never charges for spectators, however some venues will for obvious reasons. Don't bitch, instead show support for the tracks that even let your sorry asses on the property in the first place. So please be advised and bring as many friends as you can to cheer you on. Life is more fun with an entourage.

### I'm in - what are the race dates?

The long awaited 2010 schedule is here

- Tuesday pm August 24<sup>th</sup> – Marshfield Fair, Marshfield, MA (SX)
- Friday August 27<sup>th</sup> – Mulletica II (The Stimilon Party) Hartford/Windsor Marriott, CT
- Saturday September 18<sup>th</sup> – Milford Riders, CT (MX)
- Sunday October 10<sup>th</sup> – Crow Hill, MA (MX)
- Saturday November 13<sup>th</sup> – Cycles 128 Beverly, MA (Asphalt race)
- Saturday December 11<sup>th</sup> – Mototown USA, CT (Special Cash Purse)
- Sunday December 12<sup>th</sup> – Stimilon Year End Banquet – Hartford/Windsor Marriott, CT

Rain Dates scheduled are as follows:

Round 2 (Milford Riders) Sunday September 19<sup>th</sup> (next day)

Round 3 (Crow Hill) Sunday October 24<sup>th</sup> (two weeks later)

All others are raing or shine either because we don't have a choice (Marshfield) or it doesn't matter (Cycles 128 and Mototown)

If Mototown is not open for 2010 we will let you know by Round 4 at Cycles 128, and the Banquet will be Saturday night December 11<sup>th</sup> – either way you can plan on that weekend.

The Stimilon Party Friday Aug 27<sup>th</sup> is our big Industry 80's Rocker Costume party like last year. Kobra Kai will once again set the night ablaze with their amazing 80's metal. Get your costumes ready and grow out your mullets – its on!

### What bikes are allowed to race MoM?

Please read through each class for details on allowable bikes. As always - All bikes must be air cooled 4 strokes. xr80/100s, ttr/drz 125s, and crf150f are allowed in limited classes (CRF150Rs are not allowed - they are water cooled and are therefore *evil*).

### Your MoM classes for 2010?

<b>Yoots</b>	ages 13-17, 8", 10" or 12" rear wheel
<b>College Boy</b>	ages 18-24, 8", 10" or 12" rear wheel
<b>Middle Age</b>	ages 25-34, 8", 10" or 12" rear wheel
<b>Seniors</b>	ages 35-99, 8", 10" or 12" rear wheel
<b>Fat Boy</b>	anyone 200lbs +, 8", 10" or 12" rear wheel
<b>Poor Boy</b>	<b>BONE STOCK</b> 49cc, 8" or 10" rear wheel ( <b>see below</b> )
<b>Super Stock</b>	49-75cc, some mods, 8" or 10" rear wheel ( <b>see below</b> )
<b>Modified</b>	49-89cc, all mods, 8" or 10" rear wheel ( <b>see below</b> )

<b>Limited</b>	<b>BONE STOCK</b> 90-111cc, 12" rear wheel ( <b>see below</b> )
<b>Kamikaze</b>	49-135cc, some mods, 8", 10", or 12" rear wheel ( <b>see below</b> )
<b>Women</b>	Think about it..., 8", 10", or 12" rear wheel
<b>Unlimited</b>	136cc+, 8", 10", 12", 14" or 16" rear wheel
<b>10/12 Rockstar</b>	all mods, 8", 10" or 12" rear wheel, <b>CASH PAYOUT</b>
<b>Playbike</b>	Maximum 150cc, up to 16" rear wheel

### **Detailed Class Breakdown – MoM Rules!**

#### **Yoots, College Boy, Middle Age, Senior RULES:**

These are all open engine size classes with up to a 12" rear wheel  
Each class represents an age division, usually used as a second class

#### **Fat Boy RULES:**

This too is an open engine size class up to a 12" rear wheel  
All riders must weigh a minimum of 200lbs.  
Weigh ins will be required at sign ups – bring your own donuts, Fatty!

#### **Modified (50-89cc) RULES:**

This class is basically the 88cc class – same as always, all mods allowed, up to 10" rear wheel.

#### **Women Rule (get used to it)**

Female riders, Open engine size up to a 12" rear wheel

#### **Poor Boy (Stock 49cc) RULES:**

##### **XR/CRF50, Z50, TTR-50 Motorcycles only**

The following items must remain "Bone Stock": Engine cases, Engine head and cylinder, piston and rings (No AFTERMARKET aluminum heads allowed, no cylinder spacers allowed), Stock carburetor (re-jetting is allowed. Choke must remain on carb), carburetor manifold, engine appearance (do not paint or coat cases), stock frame, swing arm, forks, wheels hubs (Up to 10" Rear Wheel), Auto Clutch only (No manual clutches allowed) brakes, fuel tank. (ONLY stock cylinders allowed!) stock bore and stroke (49cc). Stock 3 speed transmission. Stock Exhaust Only!

Bikes can be modified by changing or adding the following parts: Upper triple clamps, handlebars, grips, brake cable, throttle cable, kill-switch, throttle assembly, graphics, tires, shifter, brake lever, clutch springs and plates, Auto Clutch only (No manual clutches allowed) CDI box, air filter, fork springs, rear shock, chain, sprockets, rims and spokes, foot pegs/mounts, skid plates, seat covers and foam, plastic

#### **Super Stock (49-75cc) RULES:**

##### **Recommended Bikes: XR/CRF50/70, TT-R50, DRZ 70, and similar Chinese Machines**

The following items must remain "Bone Stock": Engine cases, Engine head (No AFTERMARKET aluminum Cylinders allowed, no cylinder spacers allowed), engine appearance (do not paint or coat cases), wheels hubs (up to 10" rear), fuel tank. Stock cylinder can be bored (ONLY steel cylinders allowed) to obtain up to 75cc

Bikes can be modified by changing or adding the following parts: Upper triple clamps, handlebars, grips, brake cable, throttle cable, kill-switch, throttle assembly, carburetor, graphics, tires, piston, rings, exhaust system, carburetor manifold, clutch springs and plates, manual clutches allowed, CDI box, air filter, Frames, swing arms, fork springs, +1 fork legs, 70 style forks, rear shock, chain, sprockets, foot pegs/mounts, skid plates, rims and spokes, brakes, shifter and brake lever, seat covers and foam, plastic.

#### **Limited Class (90-111cc) RULES:**

**This Class is for KLX/DRZ110, and TT-R90 /110, Motorcycles Only**

The following items must remain "Bone Stock": Engine cases, Engine head and cylinder, piston and rings (No AFTERMARKET aluminum heads allowed, no cylinder spacers allowed), Stock carburetor (re-jetting is allowed. Choke must remain on carb), carburetor manifold, engine appearance (do not paint or coat cases), stock frame, swing arm, forks, Stock wheels hubs, (12" Rear Wheel), brakes, fuel tank. ONLY stock cylinders allowed! Stock bore and stroke 90-111cc, Stock Exhaust!

Bikes can be modified by changing or adding the following parts: Upper triple clamps, handlebars, grips, brake cable, throttle cable, kill-switch, throttle assembly, graphics, tires, shifter, brake lever, clutch springs and plates, Auto Clutch only (No manual clutches allowed) CDI box, air filter, fork springs, rear shock, rims, spokes, chain, sprockets, foot pegs/mounts, skid plates, seat covers and foam, plastic

### **Kamikaze Class 49-135cc RULES:**

**Recommended Bikes: KLX/DRZ110, CRF/XR 50/70, Z50, TT-R50/90/110, and similar Chinese Machines**

The following items must remain "Bone Stock": Engine cases, Engine head and cylinder (No AFTERMARKET cylinders or aluminum heads allowed on 12 inch bikes, Aftermarket cylinders and/or heads allowed on 10" Honda based bikes only) no cylinder spacers allowed, engine appearance (do not paint or coat cases), stock frame, maximum 12" Rear Wheel, motors can be bored to obtain up to 135cc.

Bikes can be modified by changing or adding the following parts: Upper triple clamps, handlebars, grips, brake cable, throttle cable, kill-switch, throttle assembly, graphics, tires, piston, rings, exhaust system, carburetor, carburetor manifold, clutch springs and plates (manual clutches allowed) CDI box, air filter, swing arm, brakes, forks, fork springs, rear shock, chain, sprockets, foot pegs/mounts, skid plates, hubs, rims, spokes, shifter, brake lever, seat covers and foam, plastic

### **Unlimited Class RULES (136cc and up) up to 16 inch wheel**

This is an open class (136+ engine for 10" or 12" bikes) and is for all bikes and riders who think they have what it takes. We allowed 16" bikes in here with a 150cc max engine size because we researched it and found it truly wont make a difference. We know our unlimited riders on the 12" bikes and they can hold their own. Plus – this will make it interesting... Used as a second class for all 16 inch bikes.

### **10/12 Rock\$tar (show me da money)**

This class is unlimited engine mods with a maximum 12 inch rear wheel. This is the payout class. Purse payout below.

### **Playbike RULES (max 150cc)**

**Recommended Bikes: XR/CRF 80/100/150f, TT-R/DRZ125 and KLX 110, TTR 110, etc**

This was the class that we had many requests for and were promised that riders would attend so we are giving it a shot. We have put a 150cc max on the class in order to try and keep it fair and fun. Last year this was also used as an additional class for all Limited and Kamikaze class bikes.

We designed this series so that everyone can race a minimum of two classes with one bike, last year we had a few brave soles racing up to 4 classes. Remember, your 3<sup>rd</sup> and 4<sup>th</sup> class are just \$10 more per class – you want to race more, we made it affordable, please take advantage of our generosity (it wont last)...

Remember – you can always race down a class – meaning if you have a 75cc Honda, you can race the modified (88cc) class, if you have a stock 110 bike and want to race the kamakazi class, etc – you can. Who would do this? A lot of times friends show up to race each other but have different size bikes but still want to race together. So there you go – it's all you buddy!

If you ever have a question as to what class you can race or if you have a bike that you feel doesn't quite fit in – just email us! We will get you dialed. [davo@stimilon.com](mailto:davo@stimilon.com)

\*\*\*MoM staff has the right to interpret these rules as they see fit on race day. We know these rules are not going to be perfect the first time out and we hope you will all understand that we are trying to make racing more fair and fun.

### MoM Honor System

\*\*\*\* Most important! MoM is based on the honor system. 99% of you out there are either honest about what you are riding, or you just suck so it won't matter anyway. We pride ourselves on having fun and that you want that as well. We will check on bikes if we have to – but that will waste time and cost EVERYONE laps – so please don't make us do it. We have a policy that will ALWAYS allow anyone to ride where if you show up with an “illegal” bike for a class – just let us know (before we find out) and we will disqualify you but still allow you to ride – ie you can race with us, you just can't take any prizes or points away from those who have a “legal” bike. Thank you for keeping MoM fun and respecting the *code*.

### What about cheaters?

Here we go... There are always going to be cheaters in life because people are afraid of a challenge, they want the easy way out. Well nothing worth having ever comes easy. If you haven't been able to figure it out by now, The Masters of Mini is all about having a good time. So if your ego is so fragile that you have to cheat to feel good about yourself then at least have the rocks to admit it before anyone whines about it... And remember, you are all winners (in a Special Olympics sort of way)

All kidding aside, **RESPECT THE MoM HONOR SYSTEM** – PLEASE! We busted our asses this year to create a class structure so that you DON'T have to cheat. But some of you will, and as sad as that is, it is a fact of racing. So here is our solution to try and embarrass your lame ass.

Lastly, just because someone whoops your ass doesn't necessarily mean he/she is cheating. Maybe that rider is good and you just plain suck – it could happen. Maybe that \$400 150cc motor you got from Pep Boys isn't as fast (or reliable) as you thought. Be careful before you cast someone out as a cheater – they might just be 120lbs of fury, and they might just be better than you (your high school football days are over there fat ass.)

### Say I want to call someone out?

In year's past we made fun of you for being such a pansy, recently we realized that *most of you are in fact pansies* and that we shouldn't discriminate. Anyway, we came up with a real way to challenge a “cheater”. So here is how you throw down to bring justice to the land:

1. Pick your target – a big fat old guy who pulls a holeshot in the poorboy class is a good start.
2. Find a MoM Staff member and hand over \$100 cash (hey freedom has a price) and make your claim – “I am calling out the fat guy!”
3. We will tap out the accused and inform them that they are being called out.
4. The accused now has two options:
  - a. Throw down \$100 cash of his own and our referee will tear down the bike on the spot to prove once and for all...
  - b. Or plead "No Contest". In this case no money exchanges hands, points are stripped of the accused for the relevant class and the bike is NOT torn down. The embarrassed rider is still allowed to race, yet no points or prizes will be awarded. This saves us all the trouble and we can get on with our day.
5. If option A is agreed to, *and the bike is found to be a cheater*, the **accused** forfeits his/her money, points are lost for the day (for that class), and everyone will gasp and point
6. If option A is agreed to, *and the bike is found within compliance*, the **accuser** forfeits his money and honor is restored to the accused. Maidens flock the wrongly accused in sympathy (maidens optional)

## Whatever, now how do I Pre-Register?

There are two ways to pre register for the Masters of Mini Series this year:

New Online Registration Secure with Paypal: Finally! We listened to your requests and now you can sign up online and pay securely either with Paypal or with your credit card (yes, one more thing to increase the family debt...) Just goto [www.stimilon.com](http://www.stimilon.com), click on the Masters of Mini logo, and click on the Register Now button.

Tried and True: By going to our NEW web site [www.stimilon.com](http://www.stimilon.com), you can click on the [entry form link](#) and open a PDF of the registration form. Fill it out and save it to your desktop, that way you only need to change the race track/date for each race and you are good to go. Don't forget to include your waiver when you fill out the form. When completed mail it in with your check or money order to the address on the form. **If you are under 18 you must include the parental permission form and have all three forms (entry, waiver, and parental permission form NOTARIZED) – no exceptions. Don't thank us, thank your lawyer.**

You may request a number at this time. Numbers given out first come first served, so if you want your number - pre register. It's quick, painless, cheaper and really helps us out! Pre Registration forms need to be in our hands no later than **August 13<sup>th</sup>** for the first event at the Marshfield Fair to count as a pre registered price – SO GET ON IT! Please make all checks out to **Stimilon International, LLC**.

## Why should I Pre Register?

Well... Here are **5 reasons** why all the cool kids Pre Register:

- (1) *It saves time* - Pre Registering allows us to enter you into the computer in advance instead of the day of. By doing this it saves us time and headache on race day, which means we start practice and racing earlier and you get more laps with a less grumpy staff. "But I am a jerk and really don't care about you and your staff" – wow, ok...
- (2) *Special Privileges* - Everyone who Pre Registers will get access to a special pre registered line so you can get through signups as quickly as possible – ask anyone who did this last year – you are in and out in about 2 minutes! "But I like standing in lines – it makes me feel important" Odd, but alright...
- (3) *Gate Pick* – pre registered riders get first gate pick in the order we receive your pre registration. "who cares about gate pick – I like eating roost" Man I hope you are in my class...
- (4) *FREE CLASS* - Well, not exactly but you will save \$10 so you could enter that third or fourth class you keep telling all the girls about in school.
- (5) **Pre Register Practice is Back**. If you pre register you will get an extra practice during sign ups before regular practice starts. So there you go. Again – we don't want your money (YES WE DO, stop saying that!), we just want your help.

If you want an inexpensive, hassle free race experience (not to mention plenty of winks from the hotties at registration) pre register! Pre Registered Entries must be in our hands no less than one week prior or they will be considered day of entries. (It doesn't do us any good to get it only 3 days early genius!)

## I'm on it - so what are the Pre Register Deadlines for Each Race?

Entry forms must be in our hands no later than:

- Friday August 13<sup>th</sup>** for Round 1 (Tuesday 8/24 @ Marshfield, MA)
- Monday September 13<sup>th</sup> for Round 2 (Saturday 9/18 @ Milford Riders, CT)
- Monday October 4<sup>th</sup> for Round 3 (Sunday 10/10 @ Crow Hill, MA)
- Monday November 8<sup>th</sup> for Round 4 (Saturday 11/13 @ Cycles 128, MA)
- Monday December 6<sup>th</sup> for Round 5 (Saturday 12/11 @ Mototown USA, CT)

## Hey, what is a Rockstar?

Originally this was to be the "Pro" class but too many people whined that they were not a "Pro" – So we said, "OK there Rockstar..." Simply put a Rockstar is someone who has more money in their bike than some people have in their retirement account (sad, but true). The Rockstar classes

were added several years ago to bring the series to the next level and answer the question – “Who truly is the best of the best?” The Rockstar class also provides us with the perfect class to wildcard MoM riders to other big name events. Since 2006, MoM has had our top riders race all over the country at the biggest events and we are proud to do that. Remember, the rockstar class is open to anyone who thinks they have the rocks. So don’t whine about your engine size or wheels being too small (sounds like a person problem) – its not the size of the dog in the fight, it’s the size of fight in the dog! So have at it. Hey if you pre register the rockstar class is virtually free (since you saved \$10) PRE REGISTER!

**10/12 Rockstar class will have the following payout per round in 2010:**

	Rockstar
1	225
2	125
3	75
4	50
5	25

It’s not much, but we are paying out top 5 again this year. There will also be contingencies this year for our Rockstars – Please check the Contingency Section on our website under the events section ([link](#)).

**Round 5 Mototown Finale Payout!**

We are planning on once again having Round 5 at Mototown in December – if so this will be our big “National” event. Riders from all over the country (hell, no the world, yeah we’re gonna claim it!) are invited to match their skills on the biggest indoor track on the planet. For any of you that raced with us back in 2006 or 2007 you know that the Mototown track is awesome with lap times reaching 2 minutes on a full factory bike! To spice things up we have raised the payout for the Rockstar class for this one event to the following\*:

Mototown Payout	
	10/12 Rockstar
1	1000
2	600
3	400
4	200
5	100

All told, we will be awarding the potential of more than \$16,000 in cash through out the series to our Rockstars with the payouts and contingencies. We worked super hard to create this payout and there are a lot of cool industry supporters you should thank, so get on that – See Sponsor list ([link](#))

Mototown entry fees will be priced accordingly as well since this is our big “national” type event. We will inform you of those prices when we figure our deal out with them – but it will be worth it!

\* Please note that if Mototown does not open and therefore we are unable to race there in December the above payout will revert to our Rockstar Championship Bonus (similar to last year) and will be paid out at the year end Stimilon Banquet (see below). You will be informed by the Cycles 128 race (Round 4) in November. Any questions on this just email us.

**Year End Stimilon Banquet?**

It seems every year when the series ends no one wants to stop and many of you approached us about the idea of doing a banquet so we are making it happen this year. The Banquet is scheduled

for Saturday night, December 11<sup>th</sup> (if we don't race at Mototown that day). If we do race Mototown then the banquet will be Sunday December 12 around lunch (that way you can party up at the bar after the race and still sleep off your hangover). The Banquet will be held in Windsor at one of the hotels down the street from Mototown – either way we will be in Windsor, CT that weekend so you can make the appropriate plans.

DB Studios will premiere their new film at the Banquet, and Matt Francis will offer up a year-end slide show for the ages (it will be sa-wheat!) Food and drinks will of course be available. We will get special discounted rooms for everyone as well. You will need to make reservations for the banquet by Friday November 19<sup>th</sup> (one week after Round 4 at Cycles 128). More details will follow so check the [www.stimilon.com](http://www.stimilon.com) for details.

### **Do I have to do the whole series or can I just jump in the events I want to do?**

There is no Membership fee to race the Masters of Mini Series. MoM has always been an open series allowing riders to come for one, some or all events, as they choose. Each event will carry its own prizes and points. Points will go toward the championship awarded at the end of the series. We keep championship points because many of our sponsors, as well as other industry notables, look at our results to judge riders in this region.

We are proud to be a series that draws top talent for the industry to observe. But at the same time we are even more stoked on the everyday riders that just come out to have fun with us. We have many riders who have heard about the series and finally come to check it out only to have so much fun that they keep coming back. That is why MoM grows almost every event, every year - Anyone can race with us!

So with that in mind, why wouldn't you race all of the MoM events? You bought that stupid thing and put half of your poor kid's college fund into it. So if your kid is going to grow up "slow" because you can only afford community college the least you can do is have some cool stories about your adventures for your grandchildren.

We know there are a lot of other pit bike races out there this year and honestly we hope you support them too, but MoM is BADASS – just ask anyone who has gone before. If you aren't doing all the MoM events then you don't love America – there, we said it!

### **Are there any Women's classes?**

Yes! In 2007 we awarded prizes to the women who raced but did not have a dedicated class. The support was strong enough to warrant a dedicated Women's class in 2008 and it was well attended so we are keeping the dream alive. Stoked to have all you ladies join us and we hope you spread the word and bring friends. We would like to offer multiple women's classes in the future – so bring your sister, Mom, or girlfriends. The women's class is an open class, up to 12" rear wheel. So have at it ladies – BRING FRIENDS!

### **How do I choose my racer number?**

Numbers are given out by request on a first come first served basis. Pre registered riders will always be given preference. So if you want to run your number, please sign up early. This year we will not hold numbers unless you Pre register – in year's past we held numbers for guys who never showed up to one race – go figure...

Obviously MoM has gotten big enough that we require that you have legible numbers (i.e. no duct tape you slobs!) on all three plates – front and both sides. We recommend black numbers on white backgrounds – they stand out the best. Silver, black on red, and pink may make you think you are cool but it doesn't help our scorers (and honestly looks dumb). Basically if we can't read it you won't get scored – but before you say "I don't care about getting scored" please realize that you screw up the scoring for everyone behind you (and that means the leaders too you lapper!) when you don't have good numbers. Masters of Mini racers can get custom numbers made for only \$35 a set (front and both sides) from the following New England companies and Masters of

Mini Sponsors. These companies also have the special MoM graphics – so you can look bitchin'. So support the companies that support you:

Skorbordz	800-352-5525 x 12
K Rae Graphics	978-567-8869
Motowear USA	203-660-1738

Numbers will also be available at the track for purchase by K Rae Graphics. Pre Registered riders will get first choice of number – duplicates will be required to run a different number – “x’s” on 4 inch plates don’t really cut it. All riders will be required to run the Masters of Mini front plate and side panel stickers which we will provide you at tech inspection (it is just for your numbers, so relax)

**What if my brother, sister, mother, father, girlfriend etc wants to use my bike in a different class?**

We had a couple of these situations last year and it is not a problem. All we ask is that you please let us know when you (pre) register so that we know. Also – if you have two bikes with the same number, and someone wants to use one for a different class than you (classic girlfriend scenario) again just give us a heads up so we don’t make you/her change the number. Remember – your number is your identity. It is the only way we know who you are on the track. So take pride in making sure they are clean and legible.

**What time are sign ups? (also listed on the track pages at [www.stimilon.com](http://www.stimilon.com))**

Each event is different so please note:

**Tuesday** 8/24 @ Marshfield, MA sign ups will be from 1-3p

**Saturday** 9/18 @ Milford Riders sign ups will be from 12-2p

**Sunday** 10/10 @ Crow Hill will be from 9-10:30a

**Saturday** 11/13 @ Cycles 128, MA sign ups will be from 9-10:30a

**Saturday** 12/11 @ Mototown, CT sign ups will be from 8-10a

Practice will usually begin within 30 minutes of sign ups closing

**How much time will I get to practice?**

We group you by bike class to insure like riders/equipment are practicing together. Here are the four classes of practice:

**Poorboy/Super Stock** – all 49 – 75cc, 8 and 10 inch bike at least 10 minutes

**Modified/Limited** – all 88-111cc, 8, 10 and 12 inch bikes at least 10 minutes

**Kamakazi/Playbike** – all 112 – 150cc, up to 16 inch bikes at least 10 minutes

**Rockstar/Unlimited** – all 136 and up, 10 and 12 inch bikes at least 10 minutes

More popular classes may be broken into 2 heats of practice depending on the venue to avoid overcrowding and insure you the best practice experience. Because of how tight we will be on time at each venue and to insure everyone gets plenty of race laps, we ask that you be ready for your practice a minimum of 15 minutes prior to your scheduled time. Better yet – just be ready when we start.

Back by popular demand – Pre Register Practice! For those that help us out by pre registering you will be rewarded with a special early practice during sign ups before normal practice starts. Now - some of you might have two different bikes and are wondering if you will get to practice on both bikes, right? We have not been able to do this in the past, due to limited time at each venue – especially Marshfield and Cycles. As you all know, the longer practice takes, the less race time we have which means the less laps for you. So if you want 2 practices (one for each bike) here is your solution – pre register. If not you only get one practice and who’s fault is that?

Remember, you are here to race, not practice.

**What is the format for each race?**

The goal is to provide everyone with 2 motos per class. Whether that is a traditional 2 moto (outdoor/national format) or a Heat/Consi (supercross) type qualifier, you will get your laps. If you ever feel you are not getting enough riding time you have 2 choices: Pre Register and get an extra practice, or sign up for a 3<sup>rd</sup> class (only \$10) or do both – your call. We want you to get the best possible racing experience with us.

For classes requiring qualifiers we will use the following format: each class will have a Qualifier (Heat Race), a Consi (LCQ) and a Final (Main). Top riders will qualify out of the Qualifier straight into the finals, while others will have to try again in the Consi. The results in the final will determine your placement for that event and points will be awarded accordingly. This format basically insures everyone gets at least two motos per class. How many qualify depends on the track and how many gate positions there are. You will be informed at the riders meeting.

### **How is scoring assessed for each class championship?**

#### **2 Moto (National) Format**

If a class is small enough we will run a standard 2 moto format in order to save time (which equals more laps). Points will be awarded for each moto based on standard AMA scoring to determine your overall standing for the day – 25 pts for 1<sup>st</sup>, 22 pts for 2<sup>nd</sup>, 20 pts for 3<sup>rd</sup>, etc. Both moto scores will be combined and an **overall** placement for the day will be given. Championship points (for the series) will be given for that event based on **overall scoring** which will again be based on standard AMA scoring – 25 pts for 1<sup>st</sup>, 22 pts for 2<sup>nd</sup>, 20 pts for 3<sup>rd</sup>, etc. For Example – if you got 2<sup>nd</sup> in your first moto and 4<sup>th</sup> in your second moto earning you a 3<sup>rd</sup> overall you would get 20 championship points. (So no more than 25 championship points will be awarded per class per event)

#### **Qualifier (Supercross) Format**

Seeing how strong the turnout for some classes has been in the past, we are prepared to insure a quality event by applying an SX format - complete with Qualifiers, Consi, and a Final - for each class that warrants it. Everyone will be given at least two chances to race, (some will get 3 if you wind up qualifying for the Final through the Consi). Championship points will be awarded based on how you finish in the Final (Main) and be based on standard AMA scoring – 25 pts for 1<sup>st</sup>, 22 pts for 2<sup>nd</sup>, 20 pts for 3<sup>rd</sup>, etc.

### **How many race laps will I get?**

Each track is different and it all depends on what format we run per class per venue due to class entry size. We are very conscious that everyone is there to ride as much as possible and we will do everything to give you as many laps as possible – hey, we race too – but please understand that everything has to fit in a set time frame for each event. We ask for your patience in advance, but if you know anyone who has raced our events in the past – you will go home tired! If you are still worried, enter more classes – that is why we made additional classes are only \$10.

### **What is the MoM Shop Challenge? (Complete explanation is at [www.stimilon.com](http://www.stimilon.com))**

The MoM Shop Challenge is a fun way we can have the shops bench race with each other for bragging rights. Each shop can enter as many riders as they want in as many classes as they want but only the top finishers for each shop per class will get points. Since there are 10 shop sponsors, scoring will be as follows - 10 points for first, 9 points for second, 8 for third, etc. However, each shop potentially has the ability to score points in up to 14 classes per event. So make sure you pick a shop to ride for and get your buddies to do the same. Hutch Motorsports is the Four-Time defending Shop Challenge Champion because he gets the most riders to each race, not necessarily because his riders win every race – consistency wins championships. So remember, Shop Championships are not won by just getting fast riders to race, but by getting riders in as many classes as possible since points are awarded for each class. So support the shops supporting you – it could help them out more than you know...

### **What is staging?**

This is the key to our events going smoothly. You can only drop gates as fast as you are ready, so having everyone in staging allows us to be more efficient (I know, another big word). The Staging area is made up of lanes which are divided by race class – you line up in the lane marked

with your class at least 2 motos before your race. This ensures that everyone is in the gate early and therefore allows us to drop gate after gate with minimum down time between races. What does this mean to you? The more efficiently we run the race – the more laps you get to ride – simple. So please help us to help you – be in your staging area a minimum of 2 races before yours. If you have any questions on the schedule or format just ask any of the MoM staff.

As with year's past, we always allow our last year's champions in each class to have the first gate pick. Champions are allowed to run a red number plate with white numbers and black outlines. However, just as with any gate pick order, if you are not there when you are called into staging, you forfeit your gate pick. Sorry boys and girls but if your gate pick is important to you then you need to be ready and in the staging area early like everyone else.

### **What if I have back to back motos?**

As much as we do everything to prevent this from happening, it does happen. Not to worry, as long as you tell the MoM staff member running staging that you are in back to back motos when you line up for your first moto they will hold the gate for you on the second race. If you don't let us know – then who's fault is that?

### **Do you Sound Test the bikes?**

No we do not sound test the bikes and if we did half of you wouldn't be allowed to race. You guys really need to police yourselves on this one! Seriously. We all know you are so good that you need more power (or maybe it is just that extra tire you are carrying around) but please make sure your muffler is packed correctly. Some of the bikes out there are louder than 450s and that is ridiculous! Do us all a favor and be responsible.

### **Can I ride in the pits?**

No and we should slap you for asking. Honestly, please don't be that guy. Walk your bike (yes the whole way) until you are on the track. If everyone was cool when they used to let us ride in the pits back in the day we wouldn't have this issue but someone had to be a jerk (maybe the same guy who didn't want to Pre Register) and now we all suffer for it. Help us out - we need to police ourselves or we won't be asked back. Thanks for your cooperation on this.

### **Can my friends/family flag at the event?**

MoM is always looking for flagger help at our events. The pay is lousy but the appreciation level couldn't be higher. Our riders need your help. Please volunteer to flag at MoM events. Please [click here](#) or goto our website [www.stimilon.com](http://www.stimilon.com) for the events you are willing to flag and we will send you start times and instructions. We cant thank you enough for your support!

### **Can I bring my girlfriend?**

Yes, please do. Does she have friends and are they good looking? Why isn't she racing with us?

### **Are there any prizes?**

What are you 12? Does that really matter? Yes of course there are prizes, and we hook you up! Make sure to thank our many supporters when you see them at the races and go to our shop sponsors to buy sponsor products when you don't win them. Support those who are supporting East Coast Pit Bike Racing! Seriously – it makes a difference – many of the MoM supporters come back year after year because they have told us that they SEE an increase in their business – so thank you for being smart with your purchasing power.

### **What is this NASCAR speech I keep hearing about?**

The "NASCAR" speech has become the MoM war cry at each rider's meeting. Simply put it is our way of saying "Support those who support you!" You have control over the success of our sport by spending your dollars wisely. You may think you are saving \$15 buying something online, but does that help the shop sponsor who is making the MoM series possible? No, it doesn't. Look, almost every one of our shops will match online pricing, but you will never know until you call them. And even if it costs a few dollars more, buy MoM sponsor products from MoM Shop Sponsors. Without them this series would not exist and you would be watching

baseball and football this weekend – seriously! Remember, it is not our right to have sponsors, but it *is* their right to decide whether or not to support us – so we have to take the first step!

### **What if I know someone who wants to be a MoM 30 Second Girl?**

Do you or someone you know want to be a MoM 30 Second Girl? Looking for fame, fortune, and a fat contract – well, unfortunately we don't offer any of those. However it is fun and Matt Francis our Professional Photographer will get your pictures out to legit people. You will also be featured in our [MoM 30 Second Girl Gallery](#). [Click here](#) or goto our website [www.stimilon.com](http://www.stimilon.com) to send us your info and which events you are interested in. We will get back to you with information. Space is limited to a maximum of 3 ladies per event – so get on it!

### **What type of gear do I have to run?**

At this point in the game I honestly have to say that if you have to ask you shouldn't even bother showing up. Dress for the crash – period! Even racing minis can be potentially dangerous and you as the rider must accept that responsibility and come prepared. But in case you are actually that new, here you go - helmet, goggles, gloves, long pants, long shirt and over the ankle boots (not necessarily mx boots), but I would highly suggest elbow guards, knee/shin guards, a mouth piece, neck protection, chest protector and, after seeing some of you ride, a suit of armor probably wouldn't hurt...

### **If I am under 18 do I need to bring my parents to the event?**

We were sick of hearing all the whining in year's past about how your mommy doesn't love you and that she didn't want to come to the track. Last year we did the parental permission ([link](#)) form and it worked so we are doing that again. It allows your parents to appoint someone to love you for the day at the track (over 18 of course) – it must be signed by both of your parents and notarized. You must **also** have your waiver signed by both of your parents and *notarized*. All this **MUST** be mailed in with pre entry. Again, don't blame us, blame your lawyer!

### **What if I have a question at the track on race day?**

All of the MoM staff is empowered to help you and make sure your experience with us is better than expected. As long as you act like an adult and remain calm, we can probably help you out. Remember, as scatter brained as you might be, we are all running around trying to pull this charade off. Be patient, be calm, and let us know what we can help you with. Also, we are proud to have some of the coolest people racing with us – pretty much everybody gets it. So if you have a question, need a part, or just need a friend for the day, just ask the guy pitting next to you. Everybody is pretty cool and most have raced with us before so they know the drill. The Masters of Mini Series can be as fun as you want it to be – think about it!

### **Is this Real?**

Well like we said before, it's getting there, but if we all uphold the honor system and realize no one is going to get a million dollar deal to be McGrath's new teammate by racing the Masters of Mini (he wont return our calls), this can be a fun day of racing. In the end – it is still pit bike racing. Most of you are grown adults riding little kids bikes – get over yourselves! Leave your agent, your lawyer and your mini dad at home please – this is for fun!

If you are high maintenance and have *even more* questions just email us – [davo@stimilon.com](mailto:davo@stimilon.com)