

# 2021 OMA Rule Book

Effective – August 26, 2021



Welcome to the Ohio Motocross Association rule book.

An organization built by Racers, for Racers. We strive to provide every racer with the best possible racing experience and the most fun for your money. Please read through the following rules, and if you have any questions please contact the appropriate person below. Thanks!

### **OMA CONTACT INFO:**

Mailing address:  
Ohio Motocross Association  
1567 Mathias Raceway Rd. SW  
New Philadelphia, Ohio 44663

Website: [www.omxa.net](http://www.omxa.net)

General questions:  
Jeremy Osborn [jeremy@omxa.net](mailto:jeremy@omxa.net)  
Jason Rogers: [jason@omxa.net](mailto:jason@omxa.net)

Points questions, please e-mail  
Connie Sickels: [connie@omxa.net](mailto:connie@omxa.net)

### **TRACK INFO:**

Amherst Motorcycle Club  
[www.meadowlarks.50megs.com](http://www.meadowlarks.50megs.com)  
440-396-0473

Briarcliff Mx  
[www.briarcliffmx.com](http://www.briarcliffmx.com)  
[josborn@briarcliffmx.com](mailto:josborn@briarcliffmx.com)  
740-763-0935

Chillitown Mx  
[www.chillitownmx.com](http://www.chillitownmx.com)  
[s.plessinger@yahoo.com](mailto:s.plessinger@yahoo.com)  
513-266-2866

Malvern Mx  
[www.racemalvern.com](http://www.racemalvern.com)  
[racemalvern@gmail.com](mailto:racemalvern@gmail.com)

Rogers Racing Promotions  
[Jtroger365@aol.com](mailto:Jtroger365@aol.com)

Route 62  
[www.facebook.com/Rt62mx](http://www.facebook.com/Rt62mx)  
[Jimmyjam2405@gmail.com](mailto:Jimmyjam2405@gmail.com)  
614-579-5540

Sandusky Valley Riders  
[www.sanduskyvalleyriders.com](http://www.sanduskyvalleyriders.com)  
[svrracing@yahoo.com](mailto:svrracing@yahoo.com)  
419-937-6686

Summit Indoors  
[www.summitindoormx.com](http://www.summitindoormx.com)  
[summitindoorsmx@yahoo.com](mailto:summitindoorsmx@yahoo.com)  
330-806-1286

Western Reserve Motorcycle Club  
[www.westernreservemc.com](http://www.westernreservemc.com)  
330-332-0818

Locations for each track can be found at:  
[www.omxa.net/tracks](http://www.omxa.net/tracks)

**Please note: Every person entering the track property, for any race or practice, must sign a release form. All children under the age of 18 must have a parent or guardian present. The parent or guardian must sign for all minors entering the premises. NO exceptions will be made!**

## **General Rules and Safety Guidelines:**

The following rules are meant to be followed as a guideline. The final decision will be made by the referee.

\*Attention- these rules will be enforced at every OMA track for the safety of all riders and spectators.

All riders participating in any OMA event must be a member of the OMA.

All riders under the age of 18 must have a parent or guardian present at all times, and must have a signed release form on file at each of the OMA tracks.

The track referee may request to see proof of age, if a protest against a rider has been created. Therefore, having proof of age in the form of a birth certificate or driver's license is required of all racers.

All riders, pit crew, and anyone else assisting the rider at the races must assess the track, facilities, and existing conditions themselves in terms of safety. They must rely on their own judgment and assume all risks of participating in competition in any manner.

The rider is responsible for his/her pit crew. Actions by a rider, family member, guest, or pit crew member that may result in a penalty to the rider, including disqualification, include but are not limited to: threatening or striking another rider, spectator, or any other person; excessive foul language; unsportsmanlike behavior; any violation of track rules.

There is absolutely NO PIT RIDING at any of

the OMA tracks. (Penalty to the rider, including disqualification, may result if this rule isn't followed by every member of the family, pit crew, or guests.) However, pit vehicles can be used to access restrooms, shower houses and any areas further than 500' from pit areas, provided the driver/rider is 16 years or older, and can do so responsibly and slowly. All other uses will be deemed as pit riding will result further action by the OMA.

Riders are permitted to ride to staging from their pit area and from the track to their pit area after their race only. All riders must do this in 1<sup>st</sup> gear at just above an idle. Anyone who cannot do this in a controlled manner will be disqualified from the event and asked to leave the facility.

All riders must wear a DOT approved helmet! No helmet cameras may be mounted to the helmet. Foam can be added to the helmet to help prevent mud from sticking.

All riders must wear promoter approved boots. (If you do not have motocross boots, please have your boots approved at sign up)

All riders must wear eye protection, long sleeves, and pants.

All quads must be equipped with a working tether switch. (If you do not have one, you will not be permitted to race!)

All bikes must be equipped with a working kill switch that is mounted to the handlebars. (If you do not have one, you will not be permitted to race!)

All ATVs must have legible numbers on the front number plate (bumper) and rear number plate (grab bar). Numbers must be a

minimum of 6" in height. (If the scorekeepers can't see your number, they can't score your race.)

All bikes must have legible numbers on the front number plate and on both sides of the bike. Numbers must be a minimum of 6" in height. (If the scorekeepers can't see your number, they can't score your race.)

No rider can ride under the influence of drugs and alcohol, or any substance that impairs their senses or judgement while riding. The first offense will result in a DQ, the second offense will result in a suspension from the OMA for the remainder of the season.

### **MX/Faircross Classes:**

#### Class eligibility:

A rider's age as of January 1 determines class eligibility for the entire year. However, if the rider becomes eligible for higher age division class during that year, he/she can move up to the next age division during that year after showing proof of his/her birthday, but he/she is no longer eligible for the younger division at that point.

#### Bike Classes:

<u>Class</u>	<u>CC Limit</u>
<u>50cc Shaft Drive</u> Ages 4-8, PW50 Class Single-speed automatic. 2-stroke oil-injected. Must meet AMA 51cc shaft drive limited rules.	0-51cc
<u>50cc Junior</u> Ages 4-6 Single-speed automatic. Maximum (adjusted length) wheelbase = 36 inches. Maximum	0-51cc

wheel size 10 inches.  
Maximum seat height = 24 inches. No larger than 14mm round intake.

Revised 1/10/2020 - This class does NOT allow the KTM Sx-E5.

<u>50cc Senior</u> Ages 7-8 Single-speed automatic. Maximum (adjusted length) wheelbase = 41 inches. Maximum wheel size = 12 inches. Retrofitted 12-inch wheels are permitted on all class 2 motorcycles. OEM parts must be used. No larger than 19mm round intake.	0-51cc
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This class allows the KTM Sx-E5.

All carburetors are to be original equipment. The intake side of the cylinder/output side of the carburetor must have an opening no larger than the above-mentioned size for that class. The opening must be a round opening. An oval shaped opening is NOT acceptable. The restriction must be a minimum of 4mm thick. The hole must have square corners (no radius of chamfer on either side)

Seat height will be measured at the lowest part of the top of the seat.

<u>50cc Open</u> Ages 4-8 Open to all 50cc machines, and KTM Sx-E5	0-51cc
<u>65cc Junior</u> Ages 7-9	59-65cc
<u>65cc Senior</u> Ages 10-11	59-65cc

65cc Open

59-65cc

Ages 7-11

Open to all 65cc machines

85cc Junior

Ages 9-11

2-stroke 79-85cc\*

4-stroke 75-150cc \*

\*Small wheel only

85cc Senior

Ages 12-15

2-stroke 79-85cc\*

4-stroke 75-150cc \*

\*Small wheel only

Super Mini

Ages 10-16

2-stroke 79-112cc

4-stroke 75-150cc

Schoolboy

122-250cc

Ages 12-17

No 250 2-strokes or any "A class, Money/Pro class" racers allowed.

Women

99cc-250cc

Ages 12+

2-stroke

122-Open

Ages 12+

\*Must be 14 years old to race 250cc 2 stroke

125cc 2-Stroke

100-150cc

10+

\*Must be 12 years old to race 125cc or higher

Collegeboy

122cc-open

Ages 16-24

250 A

122-250cc

Ages 16+

250 B

122-250cc

Ages 12+

\*Must be 14 years old to race 250cc 2 stroke

250 C

122-250cc

Ages 12+

\*Must be 14 years old to race 250cc 2 stroke

Open A (Pro Bike)

122cc-open

Ages 16+

Open B

122cc-open

Ages 14+

Open C

122cc-open

Ages 14+

Plus 25

122cc-open

Ages 25+

Vet Plus 30

122cc-open

Ages 30+

Vet Plus 30C

122cc-open

Ages 30+, Cannot run Plus 25 or Vet Plus 30

Senior Plus 40

122cc-open

Ages 40+

Senior Plus 50

122cc-open

Ages 50+

Masters Plus 60

(Battle Series Only)

Ages 60+, 122-open

Trail Bike Jr.

0-110cc

(Faircross Only)

12" rear wheel max., Air cooled only

Ages 11 and under

Trail Bike Sr.

0-110cc

(Faircross Only)

14" rear wheel min, Air cooled only.  
Ages 12-16

ATV Classes:

ATV 50  
\*Production Class 0-50cc  
Ages 4-8

ATV 70  
50-70cc  
Ages 6-11

ATV 90  
70-90cc 2 stk, 125cc max. 4-stk  
Ages 8-14

ATV Supermini  
Ages 11-15  
Machine limits shall be 71-105cc 2-Stk, 75-150cc 4-Stk

ATV Schoolboy  
Ages 12-16  
0-200cc 2 stk., 0-350cc 4 stroke  
No Auto or CVT ATVs, No 250 2 strokes

ATV A 250cc-Open  
Ages 16+

ATV B 250cc-Open  
Ages 14+ 250-350 4 stroke, 16+ 351-open & 250cc+ 2 strokes.

ATV C 250cc-Open  
Ages 14+ 250-350 4 stroke, 16+ 351-open & 250cc+ 2 strokes.

ATV Open 250cc-Open  
Ages 14+ 250-350 4 stroke, 16+ 351-open & 250cc+ 2 strokes.

ATV Vet 250cc-Open

Ages 30+

ATV Masters (Battle Series Only)  
Ages 45+ 250cc-open

ATV Women (Battle Series Only)  
250cc-Open Ages 14+

\*See production rules for allowable modifications.

In addition to the classes described, promoters may organize, advertise, and conduct other classes (i.e.: pit bikes) at any/all of their non-series events. These will be non-point paying classes.

**MX/Faircross Bike and ATV Modifications:**

All bike classes are considered modified classes. Meaning that you can make any modifications to your bike, except exceeding the allowable cc limit indicated in the class listing. However, you cannot change the physical size (dimensions) of the machine or wheel size from stock sizes.

All ATV classes are considered modified classes, unless they are indicated by the term "Production Class". In all ATV modified classes you can make any modification to the ATV, except exceeding the maximum width of 50", and the maximum allowable cc limit indicated in the class listing. The installations of turbochargers, superchargers, nitrous oxide systems, engines running on alcohol are strictly prohibited. Any modification that is deemed dangerous for racing will result in the disqualification of the machine from competition.

ATV Production rules will apply to any class listed as such. All of the modified rules from

above apply. In addition to those rules, Production ATVs must retain the stock frame and engine cases as provided by the OEM. The ATV frames must retain the stock mounting points of upper shock mounts, and a-arms and swingarm pivot points.

The mounting point of the lower shock mounts can be moved as desired. Aftermarket suspension arms and shocks can be installed. Material can be added to strengthen the frame, but material cannot be removed.

All modified parts for both Bikes and Atvs shall be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner. Any machine that is deemed unsafe for any reason by the referee will not be permitted in racing competition.

## **MX/Faircross Racing Rules:**

### Qualifying Procedures (Mx only, if needed):

If more riders sign up for a class than the gate can hold, they will be divided into two divisions, or two separate heats. A percentage of the riders will transfer into moto 2, to be determined by the referee. The remaining riders will run an LCQ (last chance qualifier). The balance of riders that are needed to fill the gate will transfer from the LCQ to moto 2. Note: Series points for classes that have to qualify, are based on the number of riders in a main event, not total entries. This will vary based on gate size and the event.

### Before the Race:

A Mandatory Riders meeting will be held prior to racing either before or after morning

practice. Each promoter will determine the riders meeting location and time. Please pay attention to announcements as they occur.

### Mx Start of a Race:

Before the start of moto 1, the riders will choose their gate positions from a randomly computer generated gate order. They will be released in order to choose their gates by the staging manager or starter. The moto 2 gate pick order will be determined by the finishing order from moto 1. For example, the winner from moto 1 will receive the first gate pick for moto 2, then 2<sup>nd</sup> place, 3<sup>rd</sup> place etc.

No rider with an earlier gate pick can hold a starting gate for a rider with a later gate pick. Once riders have chosen their gates, they must not exchange them with any other rider.

Only 1 rider and 1 mechanic are permitted at the starting gate.

The front tire must not be further than 12" from the starting gate.

No hand tools can be used to prep the gate area. Absolutely nobody can touch anything past the starting gate (side opposite the rider); in the starting area. If an obstruction (large rock) needs to be removed, bring it to the attention of the gate operator, only track personnel can do this. Only safety concerns will be addressed. You pick your own gate, choose wisely. It is the responsibility of the rider to be on the starting line at the time of their race.

The starter will warn the riders to start their machines with a 2-minute warning by means of a card with a number 2 on it.

Then, the starter will indicate to riders the starting of their race with a minimum 30 second warning by means of a card with a number 30 on it. Each track may use a 1-minute warning in lieu of the 30 second warning as well.

Once the card 30 second board is up, all mechanics, parents, and any rider personnel must move to a distance at least 10' behind the rear tires of the machines. Anyone caught within this zone when the board is sideways could get their rider assessed a penalty at the referee's discretion. Any parent touching a rear fender of a rider risks getting that rider a DQ, unless that parent is doing it intentionally to penalize another rider, then that parent will be suspended from further OMA events.

The starter will indicate to riders that the gate is about to drop by turning the card sideways. All riders should be prepared to start the race at any moment at this point.

A rider that is experiencing equipment issues on the gate may request stopping the starting sequence by holding his/her hand up above their head. The starter can grant a maximum of 2 minutes, and then continue with the starting sequence where they left off.

However, once the card is sideways the sequence will not stop and the gate will drop. In the event of staggered gate drops, the second gate riders can only signal a request for mechanical issues prior to the card going sideways for the first drop. After the card is sideways for the first gate drop, the starting sequence cannot be stopped.  
Faircross start of the race:

Only 1 rider and 1 mechanic are permitted at the starting gate.

The front tire must not be further than 12" from the starting gate.

No hand tools can be used to prep the gate area. Absolutely nobody can touch anything past the starting gate (side opposite the rider); in the starting area. If an obstruction (large rock) needs to be removed, bring it to the attention of the gate operator, only track personnel can do this. Only safety concerns will be addressed. You pick your own gate, choose wisely.

It is the responsibility of the rider to be on the starting line at the time of their race.

All machines will line up on the starting line, the starter will acknowledge each rider by pointing to them with the flag, if nobody raises their hand to signal that they are not ready, then the starter will lower the flag to his/her side. When the flag is raised the race will begin.

A rider that is experiencing equipment issues on the gate may request stopping the starting sequence by holding his/her hand up above their head. The starter can grant a maximum of 2 minutes, and then continue with the starting sequence. However, once the flag is down, the starter will not delay the race.

#### Mx and Faircross False Start:

False starts occur when the rider hits the gate and does not allow the gate to fall backwards and touch the ground prior to the rider taking off. If that rider enters the first turn in any position but last place, they will be docked 1 lap.



## Mx and Faircross during the Race:

### Flags:

Green: The race has been successfully started, keep racing.

Red: Stopping of race for any emergency situation. Riders report to staging.

Yellow: Danger on track! Proceed with caution until completely past the incident. NO JUMPING, NO PASSING! If your tire leaves the ground you can be penalized, roll the obstacle. Penalty shall be a minimum of 3 positions up to a maximum of disqualification, pending the severity of the infraction.

Black: Disqualification of individual rider. Report to referee immediately.

Light blue: You are being lapped by faster riders. Move over to allow rider(s) to pass you. Do not impede their progress.

White with Red Cross: Medical personnel/ambulance on track or needed by a fallen rider. Yellow flag rules apply!

White: One lap to go.

Checkered: End of race!

If a race is red flagged for any reason, and the leader fails to complete 65% of the laps, then the race will be restarted. If 65% results in a decimal equivalent, the referee shall round up or down to the nearest even lap. If the leader does complete 65%, then the race will be scored as they finish that lap.

If a rider stops for any reason during a race, he/she must restart without any outside assistance. If, a rider falls and is blocking or endangering other riders, he/she may receive assistance or have his/her machine moved from the track. Any attempt of help for any other reason will result in a DNF for that moto. (Pee wee riders (50cc) are the only exception to this rule.)

Any rider that leaves the track must re-enter at the point of exit or at the first point he/she can safely do so. He/she must not interfere with other racers, or gain a position on another rider. Any rider failing to follow this rule will be docked at least one finishing position for that race. The track referee will have the final decision.

Riders must race the bike or atv that they ran in their heat or qualifier (first race), they may change the engine or engine parts in the event of mechanical failure. The changed parts or engine must comply with the rules of the class. Any rider that cannot race the same frame from moto 1 will not be permitted to race moto 2 on a different machine.

In the case of weather or any other condition that causes moto 2 (if applicable) to be cancelled, moto 1 finishes will be considered the overall results, and overall points will be awarded accordingly.

### Motocross Race Length (Faircross not included):

The recommended motocross race length shall be a minimum 4 laps for amateurs, 3 for shaft drive 50cc motorcycles, and 6 for "A" class racers. We leave it up to the tracks to determine the adequate race length based on their track, but the above guideline

should be the minimum.

#### Mx after the Race:

Rider's finishing positions in both motos will be used to determine their overall finish for the day. To determine the riders overall finish for the day, simply add the two positions together (1<sup>st</sup> and a 2<sup>nd</sup> would equal 3), and the lowest sum total will receive 1<sup>st</sup> place, the next highest sum total of the moto finishes will receive 2<sup>nd</sup>, and so on and so forth until all the riders have been placed.

In the event of a tie for the overall finishing positions, the second moto results shall be used as a tie breaker for overall finishing position for the event. The rider with the better second moto finish would earn that position.

Riders that fail to complete the moto by not crossing the finish line while the checkered flag is out, yet completes one lap during the moto, will receive a DNF (did not finish). The rider will be given a finishing position of the total number of riders in the class, with a minimum of 20 points for the moto. This will be shown on the results as a DNF.

A rider who does not complete 1 lap during a moto will receive a score equal to the total number of riders + 30 points for that moto. This will be shown on the results as a DNS (did not start).

No riders will be permitted to make up lost laps after the checkered flag. Riders who earn two DNS finishes will not receive series points regardless of their overall finishing position for the day.

#### Faircross after the Race:

If the event is using a one moto format to determine the overall finishes for the day,

this includes events with heats and mains, then the rider's finish is their overall finish for the event. A finishing position will be given to a rider that DNF's based on laps completed. If the promoter is using a two moto format, see "Mx after the Race" for more information.

#### Mx and Faircross Protests:

In the event of a protest, each case will be handled individually. No comparisons, favoritism, or unfair judgments will be made. If a satisfactory conclusion cannot be agreed upon by the rider and/or parent and the track referee, the final result will be determined by the OMA.

All protests must be made within 30 minutes of the end of the race in question. All protests must complete in writing the OMA Protest form and be signed by the protestor. A \$25 filing fee must be paid by the protestor to the OMA. Visual inspection protest shall not require any fees beyond the \$25. All machines found to be outside the legal limits of the class will be disqualified from the event that the protest was filed. The rider shall earn no points for that event.

In the event of an internal engine protest, the protestor shall pay the \$25 filing fee, plus an additional \$150 for all 2 stroke engine protests and \$300 for all four-stroke engine protests to the referee. A \$50 Technician fee will be allocated out of the teardown fees to cover costs, if a tech is hired for the teardown. An additional \$100 is required for a measurement or a teardown where splitting the engine case is required. All other protests will be defined as administrative (i.e. rider eligibility, scoring, etc) Administrative protests do not require any fees.

All engine protests must be completed in the presence of the referee. The protested machine will be impounded immediately following the second moto. After the engine has been allowed to cool down to a safe temperature, the tear down will begin. The engine teardown must be completed by the rider's mechanic or designated mechanic. All measurements will be performed using a quality set of micrometers and tools. The protested rider can waive the teardown, but this is an admission of guilt and the rider will be disqualified. If the machine is found to be illegal, the protester will receive the additional fees listed above, and the disqualified rider will receive nothing. If the machine is found legal, then the protested rider will receive the additional funds above, and the protester will receive nothing back. The \$25 filing fee will be kept by the OMA regardless of the outcome of the protest.

All machines found to be outside the legal limits of the class will be disqualified from the event that the protest was filed. The rider shall earn no points for that event. All decisions made by the referee are final.

**Race Awards:**

Mx Race Day Awards:

We will pay out trophies/awards to the top 5 in each class, as well as participation awards to any of the kids classes (11 and under). All A class payouts will be determined by each individual facility, no payout will be less than 100%.

Major Series Championships:

All racers that meet the requirements below in their respective classes will be eligible for the awards at the banquet. All racers that are eligible will be notified of

the banquet location, date and time in a timely manner.

<b>Series</b>	<b>Series Awards</b>	<b>Min. Races</b>	<b>Required</b>
Faircross Series	Top 5 Riders	5 races	OMA
Sat. Night Series	Top 5 Riders	5 races	OMA
Battle Series	Top 5 Riders	3 races	OMA & AMA
Overall Series*	Top 5 Riders	no min.	OMA & AMA**
*Overall Series includes all races except for Faircross Series.			
*Overall Series counts a rider's top 15 highest point-earning finishes.			
**AMA required at select events			

If two or more riders tie for a place, see "tie breaker rules".

Series Points:

Series points will be awarded as follows for 1-4 riders:

<u>Place</u>	<u>Points</u>
1 <sup>st</sup>	10
2 <sup>nd</sup>	7
3 <sup>rd</sup>	4
4 <sup>th</sup>	1

Series points will be awarded as follows for 5-20 riders:

<u>Place</u>	<u>Points</u>
1 <sup>st</sup>	20
2 <sup>nd</sup>	16
3 <sup>rd</sup>	13
4 <sup>th</sup>	11
5 <sup>th</sup>	10
6 <sup>th</sup>	9
7 <sup>th</sup>	8
8 <sup>th</sup>	7
9 <sup>th</sup>	6
10 <sup>th</sup>	5
11 <sup>th</sup>	4
12 <sup>th</sup>	3
13 <sup>th</sup>	2
14 <sup>th</sup> -20 <sup>th</sup>	1

Series points will be awarded as follows for 21+ riders:

<u>Place</u>	<u>Points</u>
1 <sup>st</sup>	30
2 <sup>nd</sup>	25
3 <sup>rd</sup>	21
4 <sup>th</sup>	18
5 <sup>th</sup>	16
6 <sup>th</sup>	15
7 <sup>th</sup>	14
8 <sup>th</sup>	13
9 <sup>th</sup>	12
10 <sup>th</sup>	11
11 <sup>th</sup>	10
12 <sup>th</sup>	9
13 <sup>th</sup>	8
14 <sup>th</sup>	7
15 <sup>th</sup>	6
16 <sup>th</sup>	5
17 <sup>th</sup>	4
18 <sup>th</sup>	3
19 <sup>th</sup>	2
20 <sup>th</sup> -40 <sup>th</sup>	1

Riders will earn the points above based on

the overall finishes of the entries racing in the class.

Exception: Series points for classes that have to qualify at an event, are based on the number of riders in the main event, not total entries. This will vary based on gate size and the event.

In the event of Faircross and designated 1-moto formats, the class will be split into nearly even groups of riders, with series points given that equal the group that has the most riders. (For example: If a class is split into 2 groups; 1 group having 5 riders, the other group having 4 riders, all riders of that class would earn series points based on 5 riders.)

Tie breaker rules for each series and year end points:

1. Number of overall wins. (If # of wins is equal, go to next step)
2. Head to head competition. (Comparing only tied riders, which one beat the other the most times. If equal, see next step.)
3. Number of riders beaten. (Using only the races from the series in question)

Advancement:

Please refer to the current advancement list provided by the AMA. The OMA will use this list for the 2021 season. If the rider has never ridden an AMA event, or does not have a current rider classification on file, the OMA will determine the rider's classification the highest class that rider has raced to date. Riders will not be allowed to return to lower racing levels that have been determined by the AMA or OMA. The OMA will use the RPV system currently used by the AMA to

determine rider advancement on an annual basis, if the rider only races OMA events.

Conclusion:

Again, these rules are meant as a guideline for fair and fun racing. Please use common sense when attempting to "bend the rules", as the track referee WILL have the final say. Thank you, and please have fun and be safe!!!!