



CASS COUNTY FAIR

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MOTOCROSS RACES

TUESDAY, JULY 13TH - 7PM



LOCATION:

**CASS COUNTY FAIRGROUNDS,
PLEASANT HILL, MO**

ADMISSION:

- . ADULTS: \$13**
- . KIDS 5-12: \$6**
- . KIDS 4 & UNDER: FREE**

FOR MORE INFO: WWW.CASSCOUNTYFAIRMO.COM OR 816-540-3135

Motocross

18 Classes - 1st - 4th Place

Pee Wee Class

1. 4-6 years
2. 7-8 years
3. Open

65 cc Class

4. 6-8 years
5. 9-11 years
6. Open

85 cc Class

7. 7-11 years
8. 12-15 years
9. Open

250 cc Class

10. Beginner
11. Novice
12. Intermediate
13. Expert (No Trophy)

450 cc Class

14. Beginner
15. Novice
16. Intermediate
17. Expert (No Trophy)

Other Classes

18. 35+ years - Amateur
19. Ladies
20. 25+ years - Amateur (No Trophy)
21. Big Bike Open - Non-Pro

MOTOCROSS

RULES

- ◆ Officials may move riders up based on written or published proof that the rider has competed in a higher class.
- ◆ Officials will not move someone up just because they are fast. You must have proof that a rider rode in a higher class.
- ◆ All classes are modified classes.
- ◆ "Big Wheels" race in Supermini or Schoolboy classes only.
- ◆ You must ride the same bike in the second moto as you rode in the first moto of that class.
- ◆ A rider must be on the starting line and complete one lap under their own power in at least one moto before being scored for the day. They must cross the finish line.
- ◆ Officials are not responsible for locating riders before their event.
- ◆ If a rider leaves the course for ANY reason they must reenter the track at the safest possible point nearest their point of exit. But not at a point where they improve their position. Race officials will determine cutting the course going around a jump or obstacle. This infraction will be judged on a case by case basis.
- ◆ There will be NO restarts unless in the opinion of the race official that continuing the race will endanger the riders.
- ◆ A malfunction of the starting gate will be the race officials decision.
- ◆ If for any reason the race must be stopped it will be considered complete if the leading rider has completed over 50% of the laps.

Example: 3 laps completed in a 5 lap race.
- ◆ If it becomes necessary to run qualifiers the trackside program will randomly divide the classes into heats and LCQ'S
- ◆ DNS means Did Not Start. A rider not coming to the line and completing one full lap will receive a DNS. They receive last place points plus 10 DNS points. If they start the second moto and complete 1 lap they will receive points for their second moto finish plus the points from the first moto.

- ◆ In all youth classes a riders Age as of January 1, 2019 determines which age group you ride. You must ride in your age group. NO 11 year olds in the 85cc 12-15 class. Vet class ages will be determined by a riders age on the day of the event.
- ◆ Yellow flag situation: NO Passing, NO Double jumping, and NO Tripling in the yellow flag area. NO improving of position. Penalty is a minimum of one finishing position per infraction. Maximum penalty is Disqualification. This will be a decision of the race official.
- ◆ The white flag is a courtesy flag. It is not necessary to display the white flag at the beginning of the final lap.
- ◆ If during riders meeting it is stated that motos will be 5 laps and for some reason the race is not stopped until 6 or more laps are completed. The race will be considered over at the end of the 5th lap. Scorekeepers lap sheets will determine moto finish.
- ◆ 50cc classes only: A parent may push their rider across the finish line if their bike quits or breaks in the last turn before the finish line. They may NOT push from 1/2 a lap away. only if the bike quits in the last turn.
- ◆ No Senior 50 bikes are allowed in the 4-6 age class. Senior bikes are allowed in the 50 cc 7-8 and 50cc open classes.
- ◆ Any verbal harassment or physical abuse of officials will be grounds for permanent disqualification.
- ◆ A rider is responsible for the actions of their Pit Crew. Infractions by riders Pit crew or associated spectators will be grounds for penalties against that rider.
- ◆ Riders are not allowed to ride bikes in larger displacement classes. (Example NO 65's in the 85 classes.

SAFETY GEAR

There is a simple rule in motorsport racing: Dress for the crash, not for the ride. Crashes happen. The more gear you have on, the more likely if an accident happens you go home sore than something serious. In the past decade, the technology in motocross safety gear has grown significantly, allowing racers to feel more comfortable and have more fun.

Motocross racing is not a fashion show. Amateur riders, especially young beginning riders, should be more concerned with wearing as much protection as possible, then with looking like their favorite pro racer. Buying safety gear is something that a good dealer can really help with. It's extremely important to get sized correctly for motocross safety gear.

Helmet: This is the single most important piece of protection you will buy. It is mandatory for all participants taking part in practice and competition to wear a full face protective helmet in AMA-sanctioned events. The helmet must be properly fastened, be a good fit, and be in good condition. The helmet must have a chin strap type retention system. When you strap on the helmet, make sure the strap is snug so if you do go down it will come off easily and you lose your protection. The helmet needs to conform to either the recognized standards of Snell M2010 or DOT. A certification sticker will be on the back of the helmet.

Goggles: These should always be worn while on a bike. Make sure the lenses are shatterproof. Try on different brands while wearing your helmet to find the best fit (flush to your face) and most comfortable. It's critical to protect your face and eyes from roost and debris on the track at all times. Using a tear-off system is a great way to clear your vision while on the track during the race.

Body Armor: Also known as chest, back or roost protectors. You should learn to ride with these from the beginning because they can take some getting used to later. Body armor can help protect your core from an impact injury by spreading the impact over a wider area. It also protects you from roost (hard clods or small rocks thrown up from tires). There is a huge variety available in different colors in both body armor (front and back) and chest-only protectors.

Clothing: Protective pants made of a durable material and long-sleeve jerseys are required to race. We do recommend buying some sort of kneepads. Kneepads or knee braces are designed to fit under your gear. Gloves are also recommended. Elbow pads are optional, but also a good idea for beginners.

Boots: To race AMA events, boots with a steel toe must be at least 8 inches high, and a combination of buckles and/or laces are required. When you buy motocross boots, take the time to break them in properly until they are comfortable. Racing with boots that are not properly broken in can restrict movement and restrict your ability to use the foot controls. If you are buying for your child get them a little big, but not too big, to allow for growth. Motocross boots can take a pounding. Cleaning and maintaining your boots, can help them last a while.

