



British Scooter Sport Organisation Supplementary Regulations - 2017



ANNOUNCEMENT

The British Scooter Sport Organisation (BSSO) will promote a series of meetings to be included in the 2017 ACU British Scooter Championship for both solos and sidecars. These events will be held under the National Sporting Code and Standing Regulations of the ACU, along with these supplementary regulations and any final instructions that may be issued.

ELIGIBILITY & RACING CLASSES

The BSSO run events for all capacities and groups of scooters. The competition is open to all direct members of the BSSO riding any make of scooter solo or combination, and having a current competition license for road racing issued by the ACU, SACU, or MCUI for the following classes:

STANDARD GEARED CLASSES – SOLO'S

Group:	Number Colour	Background Colour
Group 3 - Classics up to 160cc (Standard class machines - manual gear change, mainly Vespa and Lambretta)	Black	White
Group 4 - Classics up to 211cc (Standard class machines - manual gear change, mainly Vespa and Lambretta)	White	Blue

PRODUCTION AUTOMATIC CLASSES – SOLO'S

Group 10 - up to 80cc (with modified tuned engines)	White	Black
Group 11 - up to 125cc (production based)		
Group 12 - up to 250cc (production based)		
Group 13 - up to 500cc (production based)		
Group 14 - up to 650cc (production based)		

SPECIALS CLASSES – SOLO'S

Group 5 - Specials up to 160cc (manual gear change, mainly Vespa and Lambretta)	White	Green
Group 6 - Specials up to 260cc (manual gear change, mainly Vespa and Lambretta)	White	Red
Group 5a - Automatic Specials up to 100cc	White	Green
Group 6a - Automatic Specials two-stroke up to 260cc four-stroke up to 500cc	White	Red

SIDECARS – RIDER WITH PASSENGER - 3 WHEELS

Group 7 - Specials up to 260cc two-stroke 530cc four-stroke	White	Black
Group 8 - Classics up to 238cc		
Group 9 - Formula 125cc		

OTHER CLASSES

Street Class - up to 500cc Road legal machines, geared or automatic.	Black	Yellow
Production Evo - type specific equipment Lambretta & Vespa geared classics	Black	White
Production Evo - type specific equipment Automatics	Black	White

NOTE: 11 year old riders will be allowed to ride in the Production Automatics up to 125cc or kitted 70cc with 19mm carb in the 'Young Guns' series. The age limit for all other solo geared classes is 16 years, sidecar riders 17 years old and sidecar passengers 16 years old.

LICENSES

These must be produced when signing on. Any rider or passenger unable to produce his/her license will only be permitted to start at the discretion of the Stewards of the meeting and will be liable to a fine. The BSSO reserves the right to refuse any entry without giving a reason. The organisers undertake to insure each rider and passenger, indemnifying him against any third party claims made arising out of the races or official practice, excluding claims by other riders or passengers, entrant, sponsor or mechanic.

GRID FORMATION - ACU British Scooter Championships

Riders will assemble within their nominated class. The grid structure for each unique single date meeting will be based on the finishing positions from the previous race. In the case of the first meeting of the year these positions will be based on the previous year BSSO Championship finishing positions.

Where combined grids (Gear & Automatic Scooters) are required there may be a delayed start between autos and geared due to the different characteristics of the bikes. The Grid Coordinator and BSSO Race Control will determine the format. Grid formation may alternate over a race weekend.

Competitors must appear in the official result sheets as having finished the race within their designated group to take their finishing position alongside competitors within their respective Group. All non-starters or those designated with 'did not finish' will re-join their respective Group at the back of those riders that completed the previous race in order of retirement.

GRID FORMATION - BSSO Novice Class

All entry level riders will be required to wear an orange vest as specified for the ACU until they have obtained authorised signatures from 10 separate Race Days at 3 different circuits during the current year and proceeding 2 years. Novice riders will be required to form at the back of the grid for their first 3 Race Meetings. Progression to main grid will be at the discretion of the BSSO Race Control.

USE OF MOTOR SCOOTER

A two day event is split into two separate days of racing. For two day meetings a different motor scooter can be used on the second day providing it has been through Technical Inspection, noise tested and practice laps have been completed (practice may only be available on the first day of racing). Only a complete change of engine will be permitted during any single day of racing. Should a change of motor scooter be allowed within the same day of racing (subject to BSSO Committee/Race Control approval) no point scoring will be attributed for the second machine along with a loss of grid position on that day.

TECHNICAL INSPECTION

All machines, helmets and clothing must be passed by the ACU Technical Officers before being allowed onto the track and must conform to the regulations laid down by the ACU for the class for which the scooter is entered. Competitors must ensure that they are acquainted with the ACU National Sporting Code and standing regulations, copies of which are available from the ACU. The decision of the Clerk of the Course will be FINAL in regards to whether a meeting is declared "WET". No RECUT tyres are permitted whatsoever. All tyres that a competitor is likely to use during the course of each meeting must be presented, with the machine, at scrutineering on that day.

TECHNICAL COMPLIANCE

All machines may be subject to at least one technical compliance check within the current season. The technical sub-committee has the authority to request an inspection of any machine or component during any official BSSO race meeting. This is, however, conditional on that the technical sub-committee cannot demand such an inspection within 1 hour of a rider's programmed race. Any irregularities will be referred to the Clerk of the Course and under his powers pursue a desired penalty or exclusion.

NOISE METERING

The bore and stroke of the engine should be clearly marked in letters of approximately 10mm high, adjacent to or if necessary on the right hand number background/side panel. On all matters appertaining to scrutineering the decision of the Clerk of the Course is final.

PRACTICE

Practice times and numbers of laps required will be notified in the final regulations and/or race programme or by announcements on the day. All riders **MUST** practice on **EACH** machine entered. All competitors must be reminded that practice sessions are intended to be exactly what they say. The aim is to familiarise the rider with his machine and the circuit and not to engage in competition with other riders. Riders must be prudent and remember that there are others on the circuit who are less experienced and who could easily make a mistake if surprised or as a result of overly aggressive riding. The Clerk of the Course from the host club and/or the BSSO Secretary of the meeting will observe such behaviour and take necessary action to protect the safety of all riders.

PHOTOGRAPHY & VIDEO

You may require permission from the organising club, circuit owners or the Clerk of the Course for use of any on board camera. It may also require sign-off from the Chief Technical Officer. Seek advice before Technical Inspection.