



British Scooter Sport Organisation Supplementary Regulations 2023 - v9



ANNOUNCEMENT

The British Scooter Sport Organisation (BSSO) will promote a series of meetings to be included in the ACU British Scooter Championships. 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:

SUPER STOCK GRID - SOLO'S

	Number Colour	Background Colour
Group 3 – geared Classics up to 160cc	Black	White
Group 4 – geared Classics up to 211cc	White	Blue
Group 4 - geared Evo Classics up to 200cc	White	Blue
Group 10 – automatics up to 80cc	White	Black
Production Class – geared & auto: Lambretta up to 200cc Vespa Small frame up to 132cc Vespa Large frame up to 210cc Automatics: 4-stroke up to 220cc 2-stroke up to 180cc	Black	White

SPECIALS GRID - SOLO'S

Group 5 – geared Specials up to 160cc	White	Green
Group 6 – geared Specials up to 260cc	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 solo machines, geared or automatic.	Black	Yellow
Open Development Class Open engine configurations up to 650cc Solo geared/auto two/four-stroke	Black	Red

NOTE: 14 year old riders will be allowed to ride 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.

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.

GRID FORMATION

The BSSO will hold qualifying sessions. However, you must first complete your Practice session to move forward to qualifying. Your fastest qualifying lap will then determine your grid position for the weekend races, regardless of class. The fastest rider goes on Pole, the resulting grids will therefore be mixed. Should you fail to set a qualifying lap you will be gridded behind the rider who set the slowest lap in your class, subject to race control approval.

Riders wishing to participate on their Standards Class machine in the Special Class races, their Standards Class qualifying time must be faster than the slowest Specials qualifying time, subject to race control approval.

All competitors must appear in the official result sheets as having finished the race to take their finishing position alongside competitors within their respective class.

Novice Riders:

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 potential 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 SLICK or 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.

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.

TECHNICAL COMPLIANCE

All machines may be subject to a technical compliance check. 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.

Fuel sampling is also in force. Samples may be taken at any time or fuel exchanged with a BSSO supplied controlled replacement. Machines may be quarantined within 30 minutes of any scheduled track time to support fuel checks.

Any technical irregularities will be referred to the Clerk of the Course and under his powers pursue a desired penalty or exclusion.

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.

	Version Amendments
V8 28.01.18	<i>Auto Production Class four stroke cc limit was shown incorrect.</i>
V9 12.11.22	<i>4e class no longer required to display the 'e' after the race number (AGM AOB). Minimum age for licence holders increased (ACU regulation).</i>