

This regulation applies during sporting events organized by the amateur sports association WhiteOne Racing, with the Italian Scooter Challenge logo, and under the aegis of the A.I.C.S. according to the specifications contained in the Specific Regulations for each event.

1 - Nature of the event

The sporting events consist of the gathering of vintage scooters on the circuit, in order to allow the practice of motorcycling sports, in the form of a simple ride on the track or friendly competition.

"Vintage" scooters or faithful reproductions of them (LML, Bajaj, etc.) with manual gearbox operated by the rotation of the handlebar knob, with a "monobeam", "monotube", "monocoque" or "semi-monocoque" metal body are allowed to participate as long as they fall within the provisions of this regulation.

The scooters referred to are mainly Piaggio (Vespa models) and Innocenti (Lambretta models) brands, but the organization will also be able to consider any scooter holdings from other manufacturers.

2 - Registration and checks

Registration takes place through the forms on the association's website (www.whiteoneracing.com) according to the times and methods indicated.

The organizer will admit the teams registered for the event, only after the administrative check. During the check the following will be verified:

- Registration request form (completeness and consistency of the data indicated);
- Competitive license (nominative and valid) of the chosen institution for the event;
- Sports medical certificate for competitive activities (name and validity);
- Membership (nominative and valid);
- Payment (amount and receipt).

3 - Technical checks

Prior to the race and according to the times indicated in the program, the scooter will be subjected to technical checks by personnel designated by the organization.

The preventive technical check makes it possible to verify that the scooter and the technical equipment of the riders comply with the safety principles of this regulation and that the crew complies with the category indicated in the registration application.

The scooter must be presented to the technical checks, also through a representative of the team, complete with all the elements of the bodywork; the removable frames can possibly be raised in order to facilitate checks.

Only scooters that have passed the technical checks will be able to access the track. Non-compliant vehicles may be re-verified after adapting to the registration category and / or the technical regulations.

In the event of a positive outcome of the checks, a mark (sticker or initials with indelible marker) will be affixed to the front of the scooter. Competitors are invited to take care of the badge to avoid deterioration and, if necessary, request the organization to affix a new badge.

If during the event a vehicle presents obvious technical problems, compromises the safety of the riders (rider included) or, again, is a source of excessive noise, the black flag will be displayed to the rider of the vehicle and they will have to leave the track as quickly as possible. Once the scooter has been repaired, you will be able to access the track again.

In any case, the rider is always responsible for the safety of his scooter. The organization cannot be held responsible for any accidents caused by defects or failures not detected during the technical check.

At the end of the competition, a technical judge, appointed at the sole discretion of the organization, under the supervision of the race director, will perform the mechanical checks of each winning scooter, the elements subject to verification will be better indicated in point 3.2 .; the technician in charge will be able to carry out ALL the measures he deems useful on the motors subject to verification. Vehicles that fail the mechanical checks will be disqualified from the race.

3.1 - Main inspection points subject to technical verification

- Bodywork;
- Race and spare numbers;
- Sharp edges;
- Fuel tank;
- Loose or dangerous elements;
- Engine shutdown system;
- Front and rear tires;
- Brake and clutch levers;
- Front and rear brakes;
- Suspensions;
- Engine and exhaust fixing;
- System and support for refueling in the pits;
- Spare engine and scooter (see the penalties section);
- Front and rear lights (if present) and spare bulbs;
- Clothing;

3.2 - Mechanical verification elements

- Engine crankcase;
- Thermal unit;
- Transmission;
- Crankshaft;
- Fuel system;
- Ignition system;
- Exhaust system.

3.3 - Team composition

Each team is made up of a scooter, the number of riders required by the specific regulations of the event and the accompanying persons (team leader, mechanic, assistant, etc.). The team personnel must undertake to maintain a behavior appropriate to the places and circumstances, avoiding with their behavior to cause situations of potential danger.

It is not allowed to replace the riders and / or the scooter during the course of the event. Only scooters that have passed the technical checks and riders registered for the event through the registration form will be able to access the track.

3.4 - Race number

The race numbers consist of a maximum of 2 digits from 0 to 99 according to the preferences expressed at the time of registration, provided that the chosen number is not already occupied by other members. In case of need, the organization reserves the right to assign a different race number from the one chosen.

The race number must be in black on a white background or white on a black background, and have a minimum height of 12 cm and a minimum width of 6 cm. It must also be clearly visible, painted or firmly glued.

In the case of adhesive race numbers it is mandatory to have spare numbers to replace them in the event of a fall.

The organization does not provide any type of number, each team will have to provide independently.

3.5 - Pit box assignment

The space in the pit boxes is delimited and the organization will assign a space to each team, taking into account any preferences expressed in the registration request before the event.

If spaces are limited, foreign teams and those coming from greater distances will be privileged.

The boxes will be arranged in an orderly and linear manner and each team undertakes to maintain order and cleanliness in the areas dedicated to the event.

4 - Conduct of the event

4.1 - Briefing

Each team leader must be present for the entire duration of the briefing; alternatively, the presence of only one member of the team will be tolerated in case of valid reasons and after informing the organization. Absence from the briefing entails the assignment of a penalty to the team.

During the briefing, the main rules of conduct to be adopted during the event will be summarized as well as the times and frequency of the track sessions.

4.2 - Starting procedure and starting grid

The start will be in Le Mans style, therefore the scooters will be lined up on one side of the track supported by a rider in racing clothing, who is not obliged to wear a helmet and gloves, and his / her companion, the departing rider, in racing clothing complete with helmet and gloves, on the opposite side of the track ready to take the start of the race.

At the discretion of the organization but always respecting the safety criteria, in agreement with the riders and team leaders, different starting procedures may be adopted depending on the number of participants and the general conditions of the event.

Before each departure, no less than a reconnaissance and warm-up lap will be carried out. The organization reserves the right to communicate a greater number of laps in order to comply with the main safety regulations. Riders must prepare to enter the track at least 10 minutes before the start of the heat, in the area indicated by the organization to form the pre-grid, where provided. In the case of formation of the pre-grid, any rider absent or late at the time of the track opening for the reconnaissance and warm-up lap, must remain in the point indicated for the purpose by the race director. The rider will be authorized to start for the reconnaissance and warm-up lap only on the signal given by the race director and in any case only after the last rider has entered the track and has reached their position on the grid.

At the end of the reconnaissance and warm-up lap, the riders will take their place on the grid based on their performance and according to the criteria of attribution of the event (best lap, draw, etc.).

Vehicles and riders will be positioned on their respective sides of the track in an orderly manner and at a safe distance from each other according to the signals and / or indications provided by the race director.

If at the time of deployment on the grid or in the pre-grid one or more teams are unable to line up, the place will be vacated.

When composing the starting grid, no mechanic will be able to intervene. In case of need, the rider must immediately and as quickly as possible reach the pits for the appropriate interventions in order not to cause delay in the start of the race. The rider will restart from the pits after repairs as if they were absent or late.

If during the reconnaissance and warm-up lap a scooter should have problems that prevent it from lining up on the grid, the rider must immediately and as quickly as possible reach the pits for technical interventions without causing delay in the start of the race; he will be able to deploy the scooter in its place on the grid only if authorized by the organizer and only if the race has not yet started, in any case following the instructions given by the track staff.

If for any reason it is not possible to access the track for the starting line-up, the scooter will start from the pit lane, at the point indicated by the organization (the pre-grid area where applicable) and only after all the other scooters have passed the exit point from the pit lane (i.e. it will queue up to all starters).

The start of the race will take place by signaling with the national flag or, alternatively, by turning off the lights and in any case according to the indications provided during the briefing. At the agreed signal, flag or lights, the riders must run towards their scooter, get on the saddle and start on the track. In any case, the rider supporting the scooter cannot help the starting rider by engaging a gear.

A penalty will be applied to the rider who is not lined up in front of his scooter at the time of departure. The same penalty will be issued if the rider supporting the scooter enters the track to push his partner in order to facilitate his departure.

4.3 - Behavior on the track (YELLOW flag BLACK flag)

For the purposes of the general safety of the riders and of the people present on the track it is mandatory to observe the basic behavioral rules given during the briefing and, more generally, to pay the utmost attention to any activity carried out that jeopardizes an orderly and composed conduct of the event.

Please note that the purpose of the event is to allow all competitors to practice motorcycling on the circuit in a friendly context, therefore any behavior contrary to the spirit of the event is absolutely prohibited.

Dangerous or unsportsmanlike attitudes such as insulting each other, hitting each other, voluntarily hindering other competitors or any other behavior deemed unacceptable or inappropriate will be subjected to examination and possible sanction with the application of the penalty.

The organizer reserves the right to exclude or limit the participation of competitors and / or teams, regardless of the regularity of registration.

To report any falls or competitors stopped on the track, the marshals display a yellow flag at the beginning and along the affected section. It is forbidden to overtake in the section between the flags being signaled and the riders, while continuing the competition, must moderate their speed by proceeding with caution. The infringement involves the application of a penalty.

It is forbidden to travel the track and the pit lane in any way in the opposite direction to the direction of travel. The infringement involves the application of a penalty.

In the event of a fuel or oil leak on the track, the rider must immediately reach the area provided for repairs.

Similarly, in case of breakage or loss of the exhaust or silencer, the rider must immediately reach the area provided for repairs.

According to the information provided during the briefing, the rider who should run into an accident, a breakdown or a technical problem that prevents him from continuing the race, will have to move to the edge of the track reaching the outermost area of the track and paying attention to the arrival of the other competitors.

If it is necessary to cross the track, it is mandatory to follow the directions of the track commissioners, avoiding any potentially dangerous situation.

In the absence of the scooter recovery service, the rider will have to push the scooter towards the predefined exits.

In any case, it is forbidden to push the scooter on the track to reach the pits on foot unless it is at a minimum distance from the pit lane entrance.

In any event, the rider must wear complete safety clothing until they have completely abandoned the race track. The team that contravenes this rule will suffer a penalty equal to 5 laps.

The rider who has committed serious and / or repeated infringements will be waved the black flag together with a panel showing the race number. In this case, the rider must immediately reach the pits on the next lap.

The reasons for the report will be promptly communicated to the team manager or, in his absence, to any person belonging to the team.

During the event, the penalties applied will be notified as quickly as possible to the team manager and, compatibly with the equipment present on the circuit and the conditions of the test, at intervals of 30 minutes or 1 hour.

The penalties will be published on the lap board where the technical equipment will allow it.

At its sole discretion, the organization reserves the right to review and / or modify the penalties applied in the presence of further information.

4.4 - Behavior on the pit lane

During practice, free and timed, the maximum speed in the pit lane is 20 km / h and each competitor is required to pay the utmost attention in order to avoid accidents or potentially dangerous situations.

In any case, access to the pit lane is allowed to the team staff indicated in the registration form, limiting, as far as possible, crowding and confusion. For the entire duration of the competition, the team personnel must observe a behavior consistent with the friendly spirit of the event.

It is strongly recommended to keep the fuel in a cool and shady place and to equip yourself with a powder fire extinguisher to be housed within your area.

It is forbidden to carry out any type of repair. Minimal interventions are allowed such as: minimum screw adjustment, clutch cable adjustment, etc. lasting less than 1 minute.

Smoking is strictly prohibited, except in the area of the circuit designated for this purpose.

The spaces in the pit lane must always be free from all elements and materials that could obstruct the regular flow of riders, scooters and authorized personnel.

It is strictly forbidden to light fires, use open flames or deposit fuel cans in areas other than those indicated.

In the event of oil, fuel or other liquid leaks, the scooter will be able to leave the pit lane only when the affected area is clean. Teams are advised to equip themselves with the minimum materials for such cleaning such as rags, brooms and sawdust.

Refueling and rider changes are only permitted in the areas indicated by the organization and / or by means of special signs.

Any intervention on the scooter must be carried out in the areas indicated by the organization and in any case it is forbidden to carry out activities outside these spaces.

Failure to comply with any of the rules indicated in this chapter will result in the application of a penalty.

4.5 - Behavior on the pit box

When stopping in the pits, the scooter must have the engine off before carrying out any activity. It is forbidden to leave the engine running in the refueling area, otherwise a penalty will be applied. It is forbidden to enter the pit area with unsuitable footwear (high-heeled shoes, slippers, etc.).

The free movement of animals and children in the competition spaces is prohibited. In the box area, the organization allows the visit of friends and relatives and their four-legged friends on condition that the latter are on a leash and do not cause damage or create potentially dangerous situations. Children under 16 must be accompanied by an adult.

4.6 - Fuel storage and refueling

The frequency of refueling is free and at the discretion of the team.

Refueling can only take place in the area indicated by the organization and never inside the box. If there are adequate facilities, the organization will indicate an area in which to store the fuel cans.

The storage area must be free from any material other than the containers and their possible support.

The fuel must be stored in approved, watertight and sturdy containers such as cans and drums, preferring metal to plastic ones to avoid fuel leaks. The adoption of plastic containers is permitted provided that they are expressly marketed as fuel containers.

Refueling the scooter by replacing the empty tank with another full tank is prohibited.

Refueling can only take place via quick-refueling watertight cans like Tuff Jug (see image).

The use of any other type of container is prohibited.

Refueling can only take place by placing the scooter with the engine off on a special support that prevents it from accidentally falling. We recommend the use of absorbent mats in the refueling area as well as having absorbent material (paper or rags) to quickly dry any fuel leaks.

During the refueling, the presence of 3 people is allowed and the same can be done by a rider or by the rest of the team's staff.

During refueling, it is not possible to carry out repairs on the scooter and any interventions must be carried out in the areas indicated by the organization.



At the end of refueling, the area must be cleared of the material used (cans, rags, etc.)

The minimum time necessary for refueling cannot be less than that of the rider change and is defined in the Supplementary Regulations.

Failure to comply with any of the rules indicated in this chapter will result in the application of a penalty.

4.7 - Rider change

Throughout the event, the rider will change in the pit lane. The teams will choose their position in the spaces indicated by the organizer and will not be able to change places during the competition.

For each rider and for each round, the minimum time spent on the track is between a minimum of 10 minutes and a maximum of 60 minutes, as defined in the Specific Race Regulations.

At the end of their shift, the rider must enter the pit lane, turn off the engine at the point indicated by the organization, and, running alongside the scooter, continue towards their position. It is allowed to pass the scooter to a teammate for this to reach the station.

The rider can only be changed with the engine off.

The outgoing rider cannot re-enter the track immediately after finishing a session.

The incoming rider must necessarily have the pull-off lanyard firmly secured to his arm before detecting the vehicle from teammates.

It is allowed to help the rider at the start by pushing the scooter.

The minimum time necessary for the rider change is defined in the Supplementary Regulations of the race.

4.8 - Race suspension (WHITE flag)

If problems or accidents occur on the circuit that prevent the smooth running of the event, the Race Director may suspend the competition and let the Safety-Car / Bike enter. In this case, a white flag and a panel with the indication SC will be displayed, and all riders will have to queue up to the Safety-Car / Bike placing themselves in line according to the position they occupied before the interruption of the event.

During the break, the riders must maintain the speed imposed by the Safety-Car / Bike, avoiding overtaking the other competitors and circulating extreme caution.

Any overtaking during the presence of the Safety-Car / Bike is prohibited and a penalty of 5 laps is applied to the team.

The race will resume when the Safety-Car / Bike leaves the track.

While the Safety-Car / Bike is on the track, it is possible to return to the box for refueling or to change riders. The return to the track must be done with caution and taking the necessary precautions without compromising safety. The returning rider will have to proceed slowly towards the group, following the last competitor and maintaining his position.

All riders are required to maintain a maximum speed of 30 km/h to allow the correct carrying out of the restoration and intervention operations on the track.

A penalty of 5 laps will be applied to the team that during the achievement of the Safety-Car / Bike will travel the track at a speed higher than 30 km / h.

4.9 - Change of scooter and/or engine

It is allowed to change the engine and / or the scooter but the intervention involves penalties listed in the specific section below. In both cases, both the engine and the spare scooter must be subjected to technical checks before the race, informing the organization and the staff in charge of the checks as it will not be possible to check engines or scooters during the race.

4.10 - Race interruption (RED flag)

As this is an endurance race, the intention is not to interrupt it except in exceptional cases. In this eventuality the Race Director can interrupt the competition.

In the event that the competition is interrupted due to force majeure and at least 90% of the competition has already been played, it will be considered as completed.

If at the time of the interruption 90% of the race has not yet been reached, if the conditions that caused the interruption are resolved, the competition will restart and the riders will be assigned the grid positions based on their last position during the race. competition.

4.11 - Finish

At the end of the competition the Race Director will show the checkered flag and the winner will be the team that, after subtracting any penalties, will have completed the most laps.

At the end of the race, the scooters will be positioned in the parc fermé area and any type of intervention (other than mechanical verification operations) is prohibited on them, until the parc fermé is reopened.

4.12 - Final rankings

The classification by category will take into account the number of laps completed until the checkered flag is displayed, subtracting any penalties.

In the event that at the end of the race, more scooters of the same category have completed the same number of laps, the order of the last passage across the finish line will be taken into account.

4.13 - Suspension or postponement of the event

Without any obligation to compensate the participants, the organization reserves the right to suspend, postpone or shorten the race, in the event of exceptional circumstances.

4.14 - Complaints

Any complaint, whether sporting or technical, must be submitted in writing to the Race Director.

The maximum deadline for submitting complaints is 20 minutes from the end of the test. At the end of this time the scooters can be collected from the parc fermé.

At the time of filing the complaint, 130€ must be attached to the letter, a sum that will not be refunded in the event that the complaint proves to be unfounded.

4.15 - Penalties

Infringement	Sanction	Recurrent
Failure to participate in the Briefing	50 laps	-----
Showing up drunk for testing	Offender: ban on entering the track	Team: 5 laps
Violation of the technical regulations during qualifying	Time invalidation	-----
Unauthorized change of scooter number during qualifying	Time invalidation	Time invalidation
Overtaking under a yellow flag, danger signs or in the presence of the Safety-Car / Bike during qualifying	Time invalidation	Invalidation of the 2 best times
Invading the track during the start	3 laps	-----
Driving in reverse on the Pit Lane	1 lap	3 laps
Failure to comply with the speed limit in the Pit Lane	1 lap	2 laps
Changing the rider outside the designated area	1 lap	2 laps
Improper conduct	1 lap	-----
Overtaking with a yellow flag, danger signs or in the presence of the Safety-Car / Bike	1 lap	3 laps
Overtaking under a yellow flag, danger signs or in the presence of the Safety-Car / Bike, 3 or more times in a shift	Offender: ban on entering the track	Team: 8 laps
Driving in the opposite direction on the track	1 lap and invalidation of the lap subject to infringement	-----

Driving in the opposite direction to the race 2 times in the same turn	Expulsion of the rider	-----
Cutting the circuit	Invalidation of the lap subject to infringement	Expulsion of the rider and invalidation of the lap subject to infringement
Unsportsmanlike conduct	Expulsion of the rider	-----
Improper refueling	2 laps	2 laps
Getting help outside the defined spaces (pit lane or box)	2 laps	4 laps
Not turning off the engine in the refueling area	2 laps	4 laps
Smoking in the defined spaces (pit lane or box)	Offender: ban on entering the track	Team: 5 laps
Use of narcotic substances	Offender: ban on entering the track	Team: 5 laps
Refueling by changing the tank	25 laps	----
Engine change	50 laps	50 laps
Unauthorized change of scooter number during the race	Stop in the pits until the problem is solved	10 laps and stop in the pits until the problem is solved
Changing scooters	Last place in the standings	-----
Refusal to undergo a doping control or alcohol test	Ban on entering the track	-----
Positive result on the alcohol test	Expulsion of the rider	-----
Unauthorized persons in the pits	3 laps	10 laps
Unaccompanied spectators under the age of 16	3 laps	10 laps
Violation of the technical regulations during the race	1 lap	-----
Violation of the technical regulation regarding the lights	1 lap	-----
Do not leave the scooter in the closed park at the end of the race	Disqualification and exclusion from the race	-----
Performing burnout on the track	Disqualification and exclusion from the race	Disqualification and exclusion from all events of the current year

Any sanctions and penalties are the responsibility of the Race Director.

The penalties and penalties will be published on the lap board.

If a team or a member of the team wants to challenge a sanction or penalty, they must personally present themselves to the Race Director together with the representative of the organization.

All decisions will be the responsibility of the organization which may review or cancel any decision made by the track marshals or by the Race Direction.

4.16 - Flags and signals

Green Flag = Track free, end of “no overtaking”

Yellow Flag = imminent danger, overtaking prohibited

Flashing light = Danger, overtaking prohibited

Yellow flag (or flashing yellow light) + “Slow” signal = Safety-Car / Bike on the track
 Panel with SC indication = Safety-Car / Bike
 Yellow flag with red stripes = Loss of grip, attention
 White Flag = Service vehicle on the track, attention
 White flag with red diagonal cross = Wet start of the race
 Black flag + scooter number = Immediate exit of the indicated number
 Black flag + orange circle + Scooter number = Immediate exit of the indicated number
 Red Flag = Interruption of the race. Slowly return to the pits
 Red light = Interruption of the race

5 - Rider equipment

Riders will enter the track provided they have complete equipment and in good condition (no torn, unstitched or open cut suits).

It is essential that all riders wear approved clothing and equipment. The picture shows an example of suitable equipment. In order to ensure the satisfaction and enjoyment of all, the importance of the safety aspect is emphasized. For this reason, competitors with non-approved or unsafe equipment will not be admitted to the event. We recommend the use of a full or two-piece leather suit joined by a zipper as well as a good quality back protector, gloves, boots and helmet.



5.1 - Suit

The suit must have adequate and modern protection systems on the elbows, shoulders and knees. Leather suits that do not meet the minimum safety requirements will not be accepted.

It is forbidden to run with equipment other than leather suits or similar.

5.2 - Gloves

Gloves that guarantee the minimum safety requirements are strongly recommended, with protections for the knuckles, made of materials resistant to falls and scrapes and adequate protection of the wrists. The glove must be long enough to completely cover the wrist joint overlapping the suit sleeve.

Gloves made of delicate, summer materials, which do not have protections for the wrists, for motocross or for urban use are not allowed.

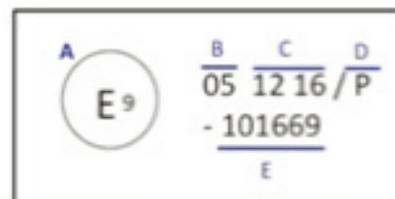
5.3 - Boots

The boots must meet the same safety requirements as for the remaining equipment, so we strongly recommend the use of boots for paved track use and not touring boots (see the photo above). The use of enduro and cross footwear must be authorized in advance.

5.4 - Helmet

The minimum helmet requirement must comply with European legislation 05 and offer total protection.

Permitted (or USA approved) helmet label scheme



A: The E indicates Europe, the number indicates the country where the homologation was obtained (9-Spain, 1-Germany, 2-France, 3-Italy ...)

B: Indicates the ECE version of the approval directive

C: Homologation number of the helmet

D: Letter identifying the safety degree of the helmet. P = full protection. Helmets with N / P = non protective will not be accepted

E: Serial number of the helmet.

6 - Preparation of the scooter / Safety

Keeping in mind that the nature of the event requires the participation of all vintage scooters with handlebar gear, the preparation of the scooter must follow the instructions below.

Any dangerous or protruding part must be protected.

The ends of the handlebars must be capped and the same must be done for any tube that has a support function.

Every part of the motor in motion that risks being a danger, must be protected by a casing (for example cooling fan).

All unnecessary accessories for the practice of 2 wheels on the circuit, such as luggage racks, rear-view mirrors, other embellishments, which may cause a danger must be removed.

All elements such as the optics of the headlight, the taillight, the direction lights, etc., if present, must be masked with strong American-type adhesive tape or equivalent to avoid the loss of splinters in the event of a fall or collision.

The gear shifting must take place by continuously rotating the left knob having a fixed position for each click and distinct for each single gear. Any shifting system that does not respect this provision is prohibited.

It is forbidden to use frames originally having fixed or removable load-bearing trellis structures (for example LML).

It is allowed to modify the bodywork with cuts and / or measures that do not compromise the structure of the frame and it is allowed to replace non-structural parts of the body (mudguard, shield, sides) with elements made with materials other than the original one. In any case, any changes must be made respecting the original silhouette so that an appearance as close as possible to the original model is maintained.

The maximum wheel size is 10 inches.

To respect the original characteristics it is preferable to use forks conforming to the original model. However, the use of single leg (left or right) Piaggio type forks, or modern reproduction, is tolerated in all categories.

IMPORTANT: The scooter must be equipped with a fully functional, accessible and quickly identifiable tear-off type engine shutdown system. The extinguishing system must be positioned on or near the handlebar and its position must be highlighted by affixing a visible arrow in a contrasting color to the bodywork.

7 - Motorcycling section

7.1 - Frame

Whether it is a load-bearing body or tubular frame, this must not show protruding or sharp parts, traces of excessive wear or advanced corrosion, particularly at the level of the fixing points of the engine, the shock absorbers and the fork. The engine anchoring points must be the original ones.

Given the structure of the Vespa / Lambretta frame, it is allowed to add internal or external reinforcements which must in no way replace the load-bearing action of the frame.

The main structure of the original frame must be complete and recognizable, from the steering head, to the attachment of the engine / swingarm and to the attachment of the shock absorber; it must remain a structure in itself and load-bearing even in the absence of brackets and reinforcements.

It is allowed to reduce the width of the shield and the footplate up to the minimum width of 35 cm.

Shields, footrests or side bodies can only be modified if replaced by front or rear components or bodies in fiberglass or carbon that fully reproduce the original shape of the vehicle and provided that they are well fixed, made in a workmanlike manner and strong enough, in order to guarantee the protection of the rider in the event of a fall.



All the aforementioned modifications are allowed as long as they do not compromise the general structural strength of the frame.

Reinforcements, perimeter bars and pads are allowed to protect the bodywork or engine parts (e.g. fans, carburetors, etc.). It is strongly recommended to use Teflon strips instead of cylindrical pads; the use of cylindrical pads is allowed provided that they do not protrude from the line of the scooter.

In the case of a metal shield it is mandatory to install a metal edge with a round profile or to weld a steel rod. Alternatively, it is allowed, but not recommended, to fold the external profile of the shield, footboard and frames. In any case, the perimeter of the shield and platform must not have any sharp parts.

It is allowed to drill the hoods to allow adequate ventilation in the engines, provided that a space equal to or greater than the diameter of the hole is left between one hole and another and in any case as long as a finger won't fit inside. Any other hole must be equipped with a metal mesh that prevents it from being crossed.

It is allowed to cut the part of the frame numbers but it is advisable to keep the part of the frame numbers attached to the frame and / or folded back for aesthetic reasons. It is allowed to cut the PX battery holder to get better access to the rear wheel.

It is allowed to use a reinforcement bar fixed to the frame by welding or bolts, with preference for the latter and for solutions that allow to maintain the characteristic “stepthrough” accessibility. The reinforcement must remain inside the central tunnel. In order to guarantee maximum safety in the event of a fall, it is mandatory to mount a rigid bulkhead (fixed in at least 4 points) between the reinforcement bar and the frame. The bulkhead / barrier must be well fixed and sturdy, the material to be used is metal sheet, plexiglass or polycarbonate of adequate thickness (the following dimensions are recommended: for plexiglass or polycarbonate, minimum thickness 3 mm, for aluminum 1.5 mm).

It is absolutely forbidden to vary the attachment point of the engine to the frame, and to modify the wheelbase by lengthening or shortening it.

The handlebar must have a cover in the upper part and it is mandatory to plug the odometer and light hole with soft, non-metallic materials (fiberglass, plastic, etc.) in order to avoid dangers in the event that they should get lost during the competition.

The brake levers must have a safety ball at the end.

In case of fall and breakage, they must be replaced immediately if the length of the missing part is greater than 2.0 cm.

It is forbidden to mount the center stand or the side stand.

Any modification made to the frame (welds or cuts) falls under the full responsibility of the rider as regards the frame structure. Nonetheless, any scooter that has structural changes to the frame, deemed dangerous or unsuitable, may be refused access to the track.

Scooters participating in the cross specialty that show the partial removal of the rear part of the bodywork are allowed provided that the removed part is restored with a metal or fiberglass cover.

7.2 - Rims

For safety purposes, the use of tubeless rims is recommended to limit punctures and tire damage. In any case, the maximum size allowed is 10 inches.

7.3 - Fork

The fork may be of the same type or different from the type originally present on the scooter. It must have sufficient stiffness and must not have excessive running play. The connection with the frame must be free of play and some beats must limit its rotation.

7.4 - Steering damper

The use of steering dampers is allowed provided that their positioning is done respecting the safety of the rider and the participants in the competition. Neither the rod nor the body of the steering damper must be capable of causing danger in any race conditions.

The organization reserves the right to request its removal in the event that it is found to be prejudicial to the safety of the riders.

7.5 - Shock absorbers

The type of shock absorbers is free, nevertheless they must in no case show excessive wear or give the scooter a behavior that is incompatible with the practice of two wheels on the circuit. The anchor points of the same to the frame and the fork must be mechanically resistant.

7.6 - Brakes

The scooter must be equipped with two independent and functional braking systems, one on the front wheel and one on the rear wheel. They can be of the drum or disc type. They must be effective enough to stop the power developed by the engine and the weight of the vehicle. The control elements and the braking elements must be in perfect working order. The overall braking system can be a single type or a mix of the two types.

Modifications and conversions are allowed for the adoption of the front and rear disc brake with preference for widely used commercial kits.

7.7 - Tires

The size and type of tires are defined for each category. They must not show any trace of abnormal wear.

The use of any product that modifies the technical characteristics of a tire is formally prohibited as is the alteration of the original tire measurements. The inflation pressure must be sufficient not to cause excessive deformation of the tires.

The use of tyrewarmers is prohibited.

7.8 - Tank and fuel

The type of tank and its capacity are free within the limit defined for each category but the material must guarantee sufficient resistance in the event of a fall. It must be mechanically fixed and must not have any leaks and must in any case be protected in the event of a fall. The filling hole must be closed by means of a watertight cap and must not be able to open by simple gravitation. The use of the sponge for tanks is recommended.

They can be positioned in the original position or in the central area of the frame between the handlebar and the part of the rear body. The maximum width of the tank section positioned between the handlebar and the rear body is 20 cm. Not included in this measure are any external fittings or piping to determine the internal fuel level. From the point of view of safety, in the event that prefabricated motorcycle tanks made of plastic material and originally intended for exclusive use for motocross, enduro, track or road bikes are adapted, the maximum size is raised to 21 cm, but in this case the use external fittings or piping to determine the internal fuel level will not be allowed.

The shut-off valve must be accessible, outside the bodywork, with a clear indication of the “closed” position.

The fuel used must be standard and available at the pump. No additives are allowed (Octane booster, Nos, etc.).

7.9 - Lighting system

The front and rear lights are mandatory except for events which take place in the time between sunrise and sunset.

In the event of racing on a wet track or with rain, the installation of a red light with a fixed or flashing light signal firmly fixed in the rear part of the body is required.

The power supply of the lighting system can take place via direct power supply from the stator, with or without buffer battery, or directly via a sealed battery.

If a battery is used, it must be in good condition and firmly fixed to its support to avoid accidental loss even in the event of a collision.

The front lamps must be of adequate power to illuminate the route. The front headlight and the rear light must in no way dazzle the competitors.

The installation of low-power LED light strips on the bodywork is allowed to identify the scooter in the race. The strips should be securely attached to the body elements to prevent accidental loss.

8 - Motorization

8.1 - Engine

2-stroke single cylinder type, with air cooling.

The crankcases must be the original ones of the scooter type, or derived from the same family as the scooter type, or modern reproduction. The thermal part may be of the same type of origin or different from the type of origin of the scooter. The displacement, power and type of engine are free within the limits set for each category (refer to the definition of the categories).

For safety reasons, the crankcases, the engine and gearbox, as well as the thermal unit, must be watertight and not have any liquid leaks (oil, petrol, or other liquids).

The engine oil fill and drain screws must be firmly fixed and securely anchored to the engine crankcase (for example with a thin wire that passes through the head of the screws and is then fixed to the engine crankcase).

For safety purposes, it is recommended to mount a pivoting or retractable pedal for starting and which in any case does not protrude more than 2.0 cm from the frame shape. It is allowed to bend the original pedal so that it does not protrude from the frame shape. The organization reserves the right to exclude scooters with pedal bars exceeding the silhouette of the scooter or missing the footrest stop.

8.2 - Carburetor

The number, type and size of carburetors are free within the limits of each category (refer to the definition of the categories). They must not have petrol leaks and we recommend the use of a liquid recovery tank.

8.3 - Power supply

The type of power supply can be the original type of the engine or different from the original, within the limits imposed for each category.

8.4 - Ignition

The type of ignition is free within the limits set for each category (refer to the definition of the categories).

8.5 - Transmission and gear ratio

The type of transmission must be the original one of the type of engine used. The transmission ratios (primary and secondary) are free within the limits set for each category (please refer to the definition of the categories).

8.6 - Exhaust

The type and number of exhausts are free within the limits set for each category (refer to the definition of the categories). The fixing of the exhaust system, like its individual elements, must be mechanically resistant. The exhaust system of 2-stroke engines must be watertight enough to prevent oil from leaking on the track. The exhaust system must not exceed the sound level of 105 decibels. The silencing part of the exhaust systems which are equipped with them must be equipped with absorbent material.

All scooters of which exhaust system does not comply with these indications will not be allowed on the track.

9 - Categories

The categories admitted to the event are specified below.

9.1 - SCOOTER DERIVATI DALLA SERIE (DDS)

This category includes all the vintage scooters listed below with frames from Piaggio, Innocenti, LML, Bajaj, Serveta, etc., cylinder mounted in the same way as the original (not turned), carburetor mounted in the original seat or in proximity (no carburetors external to the bodywork), original tank housed in the underseat, of which characteristics fall within the following limitations:

Vespa Small Frame (Primavera, Et3, Special, PK, V, FL, etc.):

- Original tank housed under the saddle. It is allowed to modify the tank by replacing the flip cap with the plastic one (including the modification of the nozzle to accommodate it) used starting from the PX Arcobaleno and PK XL. It is forbidden to use the tank of the automatic Vespa PK;
- Original crankcase or reproduction with dimensions identical to the standard one, which can house any mechanical component that can be installed in the original crankcase (therefore the crankcases that require a specific crankshaft are excluded);
- Crankcase intake (reeds or regulated by the shaft shoulder);
- Intake manifold screwed into at least 2 of the original fixing points; it is forbidden to weld the manifolds to the crankcase;
- Forced air cooling;
- Cast iron cylinder, specific for Vespa, free for sale on the market and fixed to the crankcase by means of studs with center distance 54 x 56 mm;
- Head with side spark plug;
- Maximum bore 58.3 mm;
- Maximum stroke 54 mm;
- Carburetor max diameter 24 mm, carburetor processing is not allowed;
- Muffler composed of two molded half-shells, with chambers (no expansion) housed on the left side of the engine in the traditional position, for example Giannelli, Malossi, Proma, Fresco, Polini, Sito, etc. It's allowed to replace the exhaust manifold with another one of greater diameter as long as it is exclusively divergent, but the silencing body of the muffler cannot be modified in any way (for example, elimination or alteration of the internal bulkheads, modification of the volume, variation of the diameter of the inlet pipe or of the outlet pin). Modification of the bracket to the engine crankcase is allowed;
- A Free type ignition (for example Vespatronic, Sip, Malossi) as long as it is not programmable and with the manufacturer's original mapping. It is allowed to vary the ignition curve of the systems with fixed timing by using a special control unit as long as this is not programmable (for example Kytronic, CAV, etc.);
- Free gear shift within the limit of 4 ratios.

Lambretta Small Frame (Lui, Junior, etc.):

- Original type tank housed under the saddle with a maximum capacity of 5.5 provided that the nozzle and relative filler cap are derived from Innocenti (LI, LIS, SX, TV, DL, GP, J etc.) and the shapes respect the silhouette of origin;
- Original crankcase or reproduction with dimensions identical to the standard one, which can house any mechanical component that can be installed in the original crankcase (therefore the crankcases that require a specific crankshaft are excluded);
- Crankcase intake (reeds or regulated by the piston shoulder);
- Intake manifold screwed in at least 2 points; it is forbidden to weld the manifolds to the cylinder;
- Forced air cooling;
- Cast iron or aluminum cylinder, specific for Lambretta, free for sale on the market and fixed to the crankcase by means of through studs positioned on a 78 mm bore diameter;
- Head with side spark plug;
- Maximum bore 60 mm;

- Maximum stroke 48 mm;
- Carburetor max diameter 24 mm, carburetor processing is not allowed;
- Muffler composed of two molded half-shells, with chambers (no expansion) housed in the traditional position on the right side under the engine, for example CP Box, Clubman, etc. It's allowed to replace the exhaust manifold with another one of greater diameter as long as it is exclusively divergent, but the silencing body of the muffler cannot be modified in any way (for example elimination or alteration of the internal bulkheads, modification of the volume, variation of the diameter of the inlet pipe or of the outlet pin). Modification of the bracket to the engine crankcase is allowed;
- Free type ignition (for example Varitronic or Casa Performance) as long as it is not programmable and with the manufacturer's original mapping. It is allowed to vary the ignition curve of the systems with fixed timing by using a special control unit as long as this is not programmable (for example Kytronic, CAV, etc.);
- Free gear shift within the limit of 4 ratios.

Vespa Large Frame (PX, LML, Sprint, Cosa, etc.):

- Original tank housed under the saddle. It is possible to modify the tank by replacing the swing cap with the plastic one (including the modification of the nozzle to accommodate it) used starting from the PX Arcobaleno and PK XL;
- Original crankcase or reproduction with dimensions identical to the 125-150 cc series one, which can house any mechanical component that can be installed in the original crankcase (therefore the crankcases that require a specific crankshaft are excluded);
- Intake to the crankcase regulated by the shaft shoulder;
- Forced air cooling;
- Cast iron cylinder, specific for Vespa, free for sale on the market and fixed to the crankcase by means of studs with center distance 64 x 56 mm;
- Maximum displacement 193 cc;
- Carburetor maximum diameter 30 mm, without any processing;
- Muffler composed of two molded half-shells, with chambers (no expansion), housed in the traditional position under the platform, for example BGM Big Box, Sip Road, Polini Original, Faco, etc. Modification of the bracket to the engine crankcase is allowed;
- Free type ignition (for example Vespatronic, Sip, Malossi) as long as it is not programmable and with the manufacturer's original mapping. It is allowed to vary the ignition curve of the systems with fixed timing by using a special control unit as long as this is not programmable (for example Kytronic, CAV, etc.);
- Free gear shift within the limit of 4 ratios.

Lambretta Large Frame (LI, SX, Special, DL, etc.):

- Original tank housed under the saddle;
- Original crankcase or reproduction with dimensions identical to the standard one, which can accommodate any mechanical component that can be installed in the original crankcase (therefore the crankcases that require a specific crankshaft are excluded) with a maximum diameter of the cylinder inlet of 70 mm and studs positioned on drilling diameter 83 mm;
- Intake to the cylinder regulated by the piston;
- Intake manifold screwed in at least 2 points; it is forbidden to weld the manifolds to the cylinder;
- Forced air cooling;
- Cast iron or aluminum cylinder, specific for Lambretta, free for sale on the market and fixed to the crankcase by through studs;
- Maximum displacement 202 cc;
- Carburetor diameter max 28 mm, carburetor processing is not allowed;

- Muffler consisting of two molded half-shells, with chambers (no expansion), housed in the traditional position on the right side under the engine, for example Gori, Clubman, etc. Modification of the bracket to the engine crankcase is allowed;
- Free type ignition (for example Varitronic or Casa Performance) as long as it is not programmable and with the manufacturer's original mapping. It is allowed to vary the ignition curve of the systems with fixed timing by using a special control unit as long as this is not programmable (for example Kytronic, CAV, etc.);
- Free gear shift within the limit of 4 ratios.

9.2 - SCOOTER SUPERSPORT (SS)

This category includes all the vintage scooters listed below with frames from Piaggio, Innocenti, LML, Bajaj, Serveta, etc., with tank housed under the saddle, with free capacity, of which characteristics fall within the following limitations:

Vespa Small Frame (Primavera, Et3, Special, PK, V, FL, etc.):

- Tank housed under the saddle;
- Original crankcase or reproduction with dimensions identical to the standard one, free for sale and which can accommodate any mechanical component that can be installed in the original crankcase (except for the crankshaft);
- Free intake, to the crankcase or to the cylinder;
- Forced air cooling;
- Cast iron or aluminum cylinder, specific for Vespa and fixed to the crankcase by through studs with center distance 54 x 56 mm;
- Maximum displacement 155 cc
- Free tank;
- Free muffler;
- Free type ignition (for example Vespatronic, Sip, Malossi);
- Free gear shift within the limit of 4 ratios.

Lambretta Small Frame (Lui, Junior, etc.):

- Tank housed under the saddle;
- Original crankcase or reproduction with dimensions identical to the standard one, free for sale and which can accommodate any mechanical component that can be installed in the original crankcase (except for the crankshaft);
- Intake to the cylinder regulated by the piston;
- Air cooling;
- Cast iron or aluminum cylinder, specific for Lambretta and fixed to the crankcase by through studs positioned on 88 mm bore diameter;
- Maximum displacement 225 cc;
- Free carburettor;
- Free muffler;
- Free type ignition (for example Varitronic or Casa Performance);
- Free gear shift within the limit of 4 ratios.

Vespa Large Frame (PX, LML, Sprint, Cosa, etc.):

- Tank housed under the saddle;

- Original crankcase or reproduction with dimensions identical to the standard one, free for sale and which can accommodate any mechanical component that can be installed in the original crankcase (except for the crankshaft);
- Free intake, to the crankcase or to the cylinder;
- Cast iron or aluminum cylinder, specific for Vespa and fixed to the crankcase by through studs with center distance 64 x 56 or 64 x 68 mm or with studs having the same arrangement as the original Vespa 200 crankcase (Rally, PX, etc.);
- Maximum displacement 245 cc or with studs having the same arrangement as the original Vespa 200 crankcase (Rally, PX, etc.);
- Free carburettor;
- Free muffler;
- Ignition: free type (for example Vespatronic, Sip, Malossi);
- Free gear shift within the limit of 4 ratios.

Lambretta Large Frame (LI, SX, Special, DL, etc.):

- Tank housed under the saddle;
- Original crankcase or reproduction with dimensions identical to the standard one, free for sale and which can accommodate any mechanical component that can be installed in the original crankcase (except for the crankshaft) with a maximum diameter of the cylinder inlet of 75 mm and studs positioned on the diameter drilling 88 mm;
- Intake to the cylinder, with reeds or regulated by the piston;
- Forced air cooling;
- Cast iron or aluminum cylinder, specific for Lambretta and fixed to the crankcase by through studs;
- Maximum displacement 245 cc;
- Free carburettor;
- Free muffler;
- Free type ignition (for example Varitronic or Casa Performance);
- Free gear shift within the limit of 4 ratios.

9.3 - SCOOTER PROTO (SP)

This unique category includes all vintage scooters with frames from Piaggio, Innocenti, LML, Bajaj, Serveta, etc., which do not fall into the previous categories and with the following limitations:

- Free tank with a maximum capacity of 12 liters;
- Original crankcase or reproduction with dimensions identical to the standard one, free for sale and which can accommodate any mechanical component that can be installed in the original crankcase (with the exception of the crankshaft and cylinder);
- Intake to the crankcase or cylinder, lamellar, regulated by the shaft shoulder or by the piston;
- Forced air cooling;
- Cast iron or aluminum cylinder, specific for Vespa or Lambretta;
- Free displacement;
- Free carburettor;
- Free muffler;
- Free type ignition;
- Free gear shift.

In the event of a dispute, the prevailing regulation is the one in Italian