



2018 BSSO Group 4 geared Standards Regulations v3



Section 15 (*General Regulations*) detailed within the Scooter section of the 2018 ACU Handbook apply in the first instance along with the following class restrictions and permissions:

1.1 'GEARED STANDARD CLASS' REGULATIONS:

For Standard Class Machines the MAXIMUM PERMITTED engine capacity is up to 211cc for standard induction methods (model restrictions apply). Any modifications made must not prejudice the safety of the machine, rider or any other competitor or official.

1.2 FRAME & FRONT FORKS:

The frame and front forks must have originated from the same Motor Scooter type and the main structure of the frame & forks shall remain as per the manufacturer's original specification, retaining its original geometry and mounting points for engine and suspension. Altering the rake, inclination, length and/or other dimensions is prohibited. Frame bracing is prohibited in the standard classes.

1.3 BODYWORK AND LEGSHIELDS:

The Motor Scooter shall have a body and legshields in the form of an apron and footboards of the platform type as per the manufacturer's original machine specification. All detachable external panel work, e.g. side panels, legshields, footboards, horn casting and front mudguards, which form part of the manufacturer's original specification, shall be securely fixed in place. Side panels, front mudguards, horn casting and the top section of the headlight & handlebar casing may be replaced with properly manufactured components of similar appearance and structural strength to the original specification. Legshields and rear runner boards to remain in metal.

Minor modifications to panelling will be permitted to allow the fitting of larger carburettors, footrests, exhausts, and similar, but trimming or reducing and/or adding to original specification dimensions are prohibited. For the avoidance of doubt any such trimming modifications must not exceed beyond 10mm of the required aperture to allow for the fitment of these items. [See Guidance Note]

The tail-light unit and headlight and handlebar casings shall remain in their original position though the glass must be removed.

1.4 HEADLIGHT & HANDLEBAR CASING:

Any shape of handlebar casing is permitted provided that it is manufactured to the original manufacturer's specification for the same machine type and that it is fitted in the original mounting position only.

No further deviation relating to the angle of inclination or similar will be permitted i.e. aftermarket dropped handlebars. As such alterations to cast handlebar assemblies are prohibited except for Lambretta Vega and Luna type machines where lowering of the handlebar grips is permitted providing the grips remain in the same horizontal and vertical planes relative to the ground and they are fixed to the original casting base. [See Guidance Note]

1.5 SEATING:

Any type of seating may be used provided it is properly padded and securely fitted in place, but it shall not extend beyond the rear of the bodywork of the machine unless so positioned in the manufacturer's original specification. No part of the seat must be more than 900mm above the ground when the motor scooter is not loaded.

1.6 MUDGUARDS:

For Standard Class Machines mudguards are not compulsory except where they form part of the external bodywork and are required to be fitted in accordance with the Regulation pertaining to bodywork above. Where optional mudguards are fitted they must be adequate for the purpose, properly and safely constructed, and securely mounted.

1.7 WHEELS & TYRES:

All wheel rims and hubs must remain as per original fitment in terms of size and design, including the use of any aftermarket reproduction items, and must remain of metal construction. Original split wheel rims can be exchanged for any aftermarket item of original rim diameter, including Tino Sachi alloy split rims, AF/SIP tubeless rims. Tyres must be treaded and not deviate from original specification section by more than 13mm.

1.8 FOOTRESTS & FOOT CONTROLS:

Footrests, which may comprise the original platform, must be provided and be so designed and positioned that easy access is available to all control pedals. Riders must adopt a position with their feet on the footrests or they will be disqualified. Proprietary (i.e. branded aftermarket) and self-manufactured rear sets are acceptable for use on Standard Class machines. Any such item, whether off the shelf or self-manufactured will be assessed for safety and operability during technical inspection. Affected bodywork may be adapted to allow their safe fitting and operation – any such alteration to bodywork is limited to a maximum of 10mm from the Footrest and/or foot control, allowing for suspension travel where appropriate. [See Guidance Note]

The related control cable may be changed to allow for quick release and/or maintenance and the method of fitting may be changed to provide safer retention i.e. replacing the circlip style fitting used on later machines with a tapped bolt solution. Where riders chose to retain the original manufacturer positioning for foot controls these shall remain as per the original manufacturer's specification and positioning.

1.9 STREAMLINING:

For Standard Class Machines the provision of streamlining is prohibited.

1.10 SUSPENSION, COMPRESSION SPRINGS AND DAMPING:

For Standard Class Machines all suspension links, legs, yokes, swing arm or other similar component of the front and/or rear suspension assembly shall remain as manufacturer's original specification. Springs, dampers and "suspension units" may be replaced with non-original components but must be mounted in secure manner identical to that of the original component for the marque/model. Anti-Dive systems are permitted.

1.11 BRAKES:

The braking system must consist of two efficient brakes operated independently, one on each of the two wheels. Brakes must be as manufacturer's original specification except that the method of operation may be changed. The use of single outboard hydraulic front disc brakes are permitted for use in all standard classes providing that the hub from the original manufacturers model/marque is retained.

1.12 FUEL TANK:

For Standard Class Machines the fuel tank shall remain as the manufacturer's original specification and position. All fuel tanks must be provided with a securely fitted filler cap fitted in such a way that it does not protrude from the bodywork and cannot be torn off in an accident. A fuel feed tap must be fitted in an easily accessible position and be prominently marked to indicate the "OFF" position. Any fuel tank breather pipe must be fitted with a non-return valve and must discharge into a leak-proof catch tank having a minimum capacity of 500 ml, which must be empty at technical inspection. All fuel pipes must be adequately secured.

1.13 ENGINE AND DRIVE UNITS:

The engine and drive unit must have originated from the same type of motor scooter as the frame and the drive must be transmitted to the road through the rear wheel of the motor scooter. The unit shall be properly and safely finished with all necessary studs, nuts, bolts and washers securely fitted. There shall be no evidence of oil leaks.

1.14 CRANKCASE:

Crank casings must be as manufacturer's original specification, except that:

- a) Modifications may be made to permit the use of a larger section tyre subject to the limitations defined within these regulations below.
- b) Modifications may be made to match the cylinder transfers except that the provision of additional material on either the inside or the outside of the casing is prohibited.
- c) Notwithstanding the exception in 'b' above, the provision of additional material to effect genuine repairs to a crankcase will be permitted provided that the final dimensions and appearance do not exceed the manufacturer's original specification.

1.15 GEARCASE:

The gear casing must be as manufacturer's original specification.

1.16 GEARBOX & GEARING:

Lambretta: The gearbox must be as manufacturer's original specification for the engine type, except that the original gear cluster may be altered to provide alternative ratios. The thickness of the original loose gears may be altered but

the original gear teeth must remain. The number of ratios must remain unchanged (four speed). The use of non-standard ratios within the Standard Classes is strictly prohibited. Remanufactured Gear Box Components are permitted providing that they comply with this regulation.

The Primary drive sprockets may be changed to allow alternative final drive ratios to be achieved. However, they must be recognized commercially available items in respect of the number of teeth. The final drive chain specification must remain as standard in respect of width and pitch. The chain tensioner may be updated to an aftermarket item (pull down or pull up) enabling the use different chain lengths to suit. The lower chain guide may also be updated or removed.

Vespa Small Frame – The use of alternative Primary Gear sets is allowed, as long as the particular items used are “Commercially Available” to all competitors. A mix of components in the gearbox is allowed, as long as they are “Commercially Available” to all competitors.

Vespa P Range & Large Frame Machines – The use of alternative Primary Gear sets is allowed, as long as the particular items used are “Commercially Available” to all competitors. A mix of components in the gearbox is allowed, as long as they are “Commercially Available” to all competitors.

1.17.1 PISTON PORTED / ROTARY INDUCTION ENGINES:

Only the following cylinders are permissible with the noted restrictions:

Lambretta’s up to 211cc:

Mugello Cylinders V1 – V4, AF Rapido Cylinders, MB BGM Cylinders, Casa Cylinders. All cylinders must continue to use the original piston ported induction method, no reed valves are permitted.

Vespa large frame up to 210cc kits:

Any aftermarket rotary induction cylinder kit utilising standard 57mm stroke and maximum 68.5mm bore. All cylinders must continue to use the original casing induction method, no reed valves are permitted. The use of twin-induction cylinders are forbidden.

Vespa small frame up to 145cc:

Any rotary induction aftermarket kit utilising standard 51mm stroke and maximum 60mm bore such as Polini, Parmakit, Quattrini M1, Pro Cup, Falc, Malossi and Pinasco. All cylinders must continue to use the original casing induction method, no reed valves are permitted. The use of twin-induction cylinders are forbidden.

1.17.2 Permissions and Restrictions:

1. **Cooling:** Flywheel fan cooling and/or scoop cooling is permitted.
2. **Pistons:** Replacement pistons are permitted.
3. **Cylinder:** Must mount to the original stud spacing and positioning (no flange kits or adaptor plates).

Ports may be enlarged, but they may not be bridged nor the cylinder barrel slotted. Their position may not be changed, additional ports may not be provided and the provision of additional material on either the inside or the outside of the barrel is prohibited.

The bore size of a cylinder may be increased by not more than 10mm but kept within the class cc limits.

The cylinder length, between the base gasket and the head gasket faces may be reduced by not more than 10mm.

Sleeving will only be permitted in order to return the barrel(s) to their original bore specification. Sleeving may not be used to alter the number, position or configuration of ports, or to reduce the bore size to less than its design dimension.

The use of chrome, nicasil or any similar hard facing material to form the cylinder bore is prohibited except where provided as part of the manufacturer’s original specification or standard equipment of a homologated cylinder.

The total thickness of any packing piece(s) or gasket(s) used between the base of the cylinder and the crankcase must not exceed 10mm. The use packing pieces may as a means of increasing the available port area is strictly prohibited.

4. **Cylinder Head:** Liquid cooling of the cylinder or head is not permitted. Replacement cylinder heads are permitted for use in the standard class providing that the method of fixing is as per the manufacturer's original specification.
5. **Crankshaft:** Stroke size may not be altered except that when a crankshaft designed for use in any other motor scooter by the same manufacturer is used; the crankshaft stroke shall be as originally specified for the crankshaft employed.
The crankshaft shall remain as manufacturer's original specification, except that:
 - The ignition mounting may be altered.
 - Modifications may be made in respect of inlet timing.
 - The crankshaft may be "padded" but must originate from a motor scooter engine produced by the same manufacturer as the engine unit in use.
 - The connecting rod may be altered or changed.
 - The crankshaft may be altered to accommodate the use of modified connecting rod assemblies.
6. **Engine Casing:** Transfer ports can be matched to the cylinder. However, no welding to the casings or cylinder kit is allowed.
7. **Ignition and Flywheel:** Any aftermarket ignition and flywheel is allowed.
8. **Exhaust:** The exhaust system must be basically fitted in the standard position and follow the original routing. The direction of the Header Pipe exit from the cylinder and routing may be altered to allow for maximum ground clearance. However, the exhaust shall exit following the manufacture's original side routing of the machine providing that the tailpipe does not exceed beyond the rear most extremity of the frame. [See Guidance Note]. The use of variable exhaust valves on expansion systems is prohibited.
9. **Carburettor:** Carburettors may be altered or replaced. For Standard Class Machines any form of carburation or size may be used but changes to the method of induction (i.e. use of reed or rotary valves unless originally fitted) are not permitted. The use of fuel injection or forced induction is prohibited. Use of a thumb choke is permitted, so too an air filter.

1.18 GUIDANCE NOTES:

1. Minor modifications to panelling will be permitted to allow the fitting of larger carburettors, footrests, exhausts, and similar but trimming or reducing and/or adding to original specification dimensions are prohibited. For the avoidance of doubt any such trimming modifications must not exceed beyond 10mm of the required aperture to allow for the fitment of these items.

a) Carburettor – A hole in the panel is permissible to allow for improved air intake or the fitting of a suitable bell mouth extension/air filter. The size of this hole must not exceed 10mm beyond the outside diameter of the Carburettor and/or the bell mouth extension/air filter.

b) Footboards – Trimming to allow for the fitment of the exhaust and or rear sets is permissible. The extent of trimming must not exceed 10mm beyond that required allowing for the safe and foul free fitting of the component within the confines of the maximum suspension travel.

c) Side Panels – Trimming to allow for the fitment of the exhaust and or rear sets is permissible. The extent of trimming must not exceed 10mm beyond that required allowing for the safe and foul free fitting of the component within the confines of the maximum suspension travel.

2. Any shape of handlebar casing is permitted provided that it is manufactured to the original manufacture's specification and that it is fitted in the original mounting position only. As an example, any model of Lambretta Series 3 headset would be permissible on a similar Series 3 machine. The same goes for small frame and large frame Vespa's. For the avoidance of doubt fitting a Series 3 Li or SX style handlebar/headset assembly to a Series 3 GP would be allowed and a PK or 50 Special to a Primavera / Rally to a PX. But the fitting of a Series 2 or Series 1 assembly to a Series 3 machine and vice versa would not be permitted, a small frame to a large frame and vice versa also.

3. For Standard Class Machines exhaust systems must be basically fitted in the standard position and follow the original routing. The direction of the Header Pipe exit from the cylinder and routing may be altered to allow for maximum ground clearance. The exhaust shall exit following the manufacture's original routing to the right hand side of the machine. As an example, the exhaust on a Full Frame Series 1–3 Lambretta may follow a routing away from

the cylinder towards the rear of Moto Scooter and on the left hand side of the machine when sitting in a forward facing position. The pipes routing shall then follow the original direction of the exhaust as per the manufacturers design for road going machines. The exhaust shall exit following the manufacture's original routing to the right hand side of the machine.

	<i>Version Amendments</i>
<i>V2 28.01.18</i>	<i>1.3 Bodywork – more clarity on rear runner boards added.</i>
<i>V3 21.02.18</i>	<i>1.16 Lambretta final drive ratios reworded.</i>