



2019 BSSO PRODUCTION CLASS Lambretta Regulations v3



The BSSO Production Class is currently open to both geared Lambretta and Vespa motor scooters.

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

1.1 MODELS:

Any Series 3, GP, SX or LI model is allowed of Italian, Indian or Spanish origin.

1.2 BODYWORK:

Standard bodywork with no trimming of panels except for hole in the side panel for carburettor and a small cut to rear of the r/h running board for clearance of the exhaust tail pipe. Also, a small hole can be made to the headset and/or the mudguard to assist safe routing of the front brake line. Centre stand and splash plate must be removed.

Metal or Fibreglass panel work is allowed however, legshields and rear runners to remain in metal.

No dropped handlebars allowed but any series 3 standard headset can be used.

No light lenses front or rear and headlight opening must be blanked off. Rear light housing must be in position.

19mm Ball end brake and clutch levers must be fitted.

1.3 SUSPENSION:

Any Lambretta specific rear shock that is commercially available. It must be mounted in the standard position. e.g. no movement of original rear suspension fixing positions.

Front forks as original, internally sprung with uprated springs and bushes. Any commercially available external front dampers allowed.

Fitment of an aftermarket 'bolt-on' anti-dive kit is permitted and must be fitted in accordance with the manufacturer's instructions.

Steering dampers are not allowed.

1.4 BRAKING:

Conversion to a hydraulic front disc brake assembly is 'compulsory'. Conversion of a standard inboard disc hub to hydraulically operated piston is allowed. Alternatively, an external hub mounted single hydraulic disc (Scoots RS type) utilising an original hub can be used.

The rear brake pedal must remain in standard position and be cable operated.

All brake linings can be uprated to aftermarket types.

Rear set brakes or foot-pegs are not permitted.

1.5 ENGINE:

Standard small block 150 engine casing with standard mag flange. No welding to either and no pack plate between mag housing and engine casing. No material may be removed from the mag housing or engine casing.

No matching of cylinder transfers allowed. Bump stop to remain intact.

Rubber engine mounts may be uprated.

Side casing with kick-start removed and welded up, or pedal removed and rubber cap secured over exposed kick-start shaft end.

No packing plate allowed between side casing and engine.

1.6 CYLINDER KIT (Type Specific):

AF Raypeed RB20 performance kit and cylinder head in standard form (off-set squish) with no polishing or tuning allowed. Only gaskets supplied with the kit can be used. No pack pieces.

Standard Vertex or Wossner piston can be used. No machining or modifications to piston windows allowed.

Standard inlet with standard reed block. Only the use of standard Vetronite reed petals, as supplied with the kit is permitted.

1.7 CRANKSHAFT:

Any 58mm Stroke crankshaft (NOT FULL CIRCLE) with 116mm con-rod. Big end pin can be Tig welded in position.

1.8 IGNITION & FLYWHEEL

Ignition on/off positions to be clearly marked.

Road stator plate for electrics with flywheel in use. Standard weight, intermediate or lightened flywheel may be used.

No advance/retard mechanisms for ignition timing may be used. Ignition timing must be fixed.

Original fan cowling and cylinder cowling (metal) must be in place for cooling, centre of the fan cowling may be removed. No additional cooling scoops or ram cooling allowed. Use of a Lanyard is preferable.

1.9 EXHAUST (Type Specific):

Franspeed RB race pipe Mk1 or MK2 versions, specially designed for this class. No modifications are allowed in any form however, the Silencer support bracket may be fitted with rubber mounts to allow flex if grounded out.

1.10 CARBURETTOR (Type Specific):

Dellorto VSH 30mm or Dellorto 30mm PHBH. No polishing, add-ons or modification is allowed.

Use of a thumb choke is permitted, so too an air filter.

1.11 CLUTCH

Any commercially available standard or cassette clutch allowed, 4, 5, 6 or 7 plates with cable action as original. No chaincase packer or side casing modifications allowed.

1.12 GEARBOX & DRIVE (Type Specific):

SIL GP200 (Indian) four-speed gearbox only allowed. Front & rear sprockets sizes may be altered for each circuit but are restricted to either 17t, 18t & 19t at the front and 45t, 46t, 47t at the rear. The chain tensioner may be uprated to an aftermarket item (pull down or pull up) enabling the use different chain lengths to suit. The lower chain guide may also be uprated or removed.

1.13 TYRES: (Type Specific):

Only the following 3.50 x 10" tyre brands can be used and must be fitted to standard width split or tubeless rims:

Dry Tyres: Sava/Mitas MC31 or MC35, PMT Blackfire.

Wet Tyres: Sava/Mitas MC20 road and race compounds, Michelin City Winter Grip.

1.14 GAUGES & CONTROLS:

Only a rev-counter is allowed, no other engine monitoring devices may be fitted. Any non rev-counter wiring must be taped together and be visible to deny use. Throttle position and operation must remain as standard and must be self-returning. The cable pulley wheel can be changed to aid a faster response.

1.15 FUEL & TANK:

Fuel must be either Super-Unleaded from a roadside station forecourt, AVGAS 100 LL (low lead version only) or a mixture of both. The use of specialist drum fuel, octane boosters or any kind of fuel additive other than two-stroke oil is specifically prohibited.

The fuel tank shall remain as per the manufacturer's original specification and position. The fuel tap position must remain as standard and be prominently marked to indicate the "OFF" position. All fuel supply pipes must be adequately secure.

	Version Amendments
V2 28.01.18	1.2 Bodywork – more clarity on rear runner boards added.
V3 12.02.18	1.12 Sprocket and chain options made clearer.