



## 2026 BSSO

### Open Development Class

### Regulations V3

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

#### 1.1 ELIGIBILITY Open Development Class:

Open to any Motor Scooter (as defined in section 15 of the ACU Handbook) but with an adopted cylinder capacity of up to 650cc geared or automatic, in single or twin cylinder format, utilising either two or four-stroke operation. Any modifications made must not prejudice the safety of the machine, rider, 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 with the exception that the steering column tube may be shortened and the method of compression/suspension altered. Zip type single sided forks (ref 1.24.1 HOMOLOGATED List), use of the automatic Piaggio Zip SP type single sided forks, suspension and disc brake set-up is now allowed in **Open Development Class** including alterations to the frame/forks for correct fitment (ref 1.23 – a **GUIDANCE NOTES**)

The main frame member extending from the steering head to the rear suspension mounting, and including the original engine mountings, must remain unaltered unless the Motor Scooter was originally manufactured so as to contravene this Regulation. Any "non-original" portions of the main frame tube or steel monocoque frame must be constructed of good quality seamless drawn steel tube of a circular or non-circular section, welded or brazed together. If circular, the outside diameter shall not exceed 100mm, if non-circular, the maximum cross section shall not exceed 100mm measured at right angles to any flat face. The use of electrode metal arc welding is not recommended.

Aluminium and/or other alternative materials of a comparable strength and durability may be used to construct a replacement frame loop and/or seating position but must remain consistent with the regulations outlined in Solo Motor Scooter Characteristics, Streamlining, Composite or monocoque construction, Use of Titanium or other 'exotic' materials unless the Motor Scooter was originally manufactured so as to contravene this Regulation.

##### Exceptions:

1. For the 2021 season, the newly manufactured Crimaz "indy" cast aluminium frame can be used for small frame or large frame Vespa engine configurations (on going use to be reviewed at next AGM).

#### 1.3 FRAME BRACING:

Bracing to the frame of Open Development Class machines in the area between the fork stem tube and frame loop is permitted for use in these classes only. All braces must be removable and the machine must function normally without it fitted. Braces may only be of single tube or bar made of steel or aluminium, with a maximum diameter of 40mm, securely fitted in a manner (as outlined below) so as not to prejudice the safety of the rider or others:

Lambretta – A line drawn through the centre of the brace along its axis must pass through a point no further than 50mm vertically from the weld joint between the frame and steering tube and the rear must be within the area that would be covered by the "bridge piece" on a standard machine.

Vespa (Large & Small frame) – A line drawn through the centre of the brace along its axis must pass through a point within the curve described by the transition from the frame to the steering column.

The rear must be within 50mm of the joint between the top of the horizontal frame tube pressing and the rear body. The Brace must have a safety in-fill fitted using a non-metal non-shatter material fixed below the brace bar and positioned so as not to leave an open space greater than 10mm top and bottom and 100mm to each mounting side. It must be securely attached to the brace bar using a minimum of four metal P-clip fasteners and a minimum of four metal L-shape brackets to the runner board/legshields. Up to three 50mm diameter holes can be added to omit any potential 'wind sail' effect. No sharp edges shall be present.

#### 1.4 BODYWORK & LEG SHIELDS:

Any form of bodywork may be used subject to the regulations for solo motor scooter characteristics, streamlining, composite or monocoque construction and use of titanium and/or other exotic materials.

#### 1.5 HANDLEBARS:

Any type of replacement handlebar casing/assembly is permitted provided that it is fitted securely fixed to the steering head of the Motor Scooter. The angle of the handlebar may be adjusted to suit the riders preferred position.

#### 1.6 SEATING:

Any type of seating may be used provided it is properly padded, securely fitted in place and no part of the seat is more than 900mm above the ground when the motor scooter is not loaded.

#### 1.7 MUDGUARDS:

For Special Scooters mudguards are not compulsory. Where fitted they must be adequate for the purpose, properly and safely constructed, and securely mounted.

#### 1.8 WHEELS, RIMS & BRAKING:

Front and Rear wheel sizes must remain as per manufacturers original fitment rim diameter.

All wheels and hubs must be of metal construction and the rim diameter must not exceed 407mm.

Special Class Machines wheels must either be as manufacturer's original specification including Tino Saachi alloy split rims, or homologated AF/SIP tubeless rims.

**1.9 FOOTRESTS & FOOT CONTROLS:**

Footrests must be provided and be so designed and positioned that easy access is available. Riders must adopt a position with their feet on the footrests or they will be disqualified. Aftermarket and self-manufactured rear sets are acceptable for use. Any such item, whether off the shelf or self-manufactured will be assessed for safety and operability during technical inspection.

**1.10 STREAMLINING:**

Open Development Class Machines any streamlining fitted must comply with the following:

- a) The streamlining must be easily detachable for technical inspection and be so designed and fitted to allow complete liberty of movement to the rider when the vehicle is in motion and when getting on and off the vehicle, without any part of it having to be displaced.
- b) Aerofoils or spoilers are not permitted.
- c) The front road wheel, with the exception of the tyre, must be visible from either side.
- d) The extreme forward part of the streamlining must not project forward of a vertical line drawn 50mm in front of the front wheel axle.
- e) The extreme rearward part of the streamlining must not project rearward of a line drawn vertically at 330mm to the rear of the centreline of the axle of the rear wheel.
- f) Normal mudguards are not considered as streamlining.
- g) It must be possible to see the rider completely with the exception of the forearms, in the normal driving position, from either side and from above.
- h) It is forbidden to use any transparent material to avoid the application of these Regulations.
- i) No part of the seat or saddle or anything to the rear of these must be more than 900mm above the ground when the motor scooter is not loaded.
- j) Whatever the position of the handlebars, there must be a clear space of at least 25mm between the streamlining and the extremities of the handlebars, including any attachments thereto, and a clear space of at least 20mm between the streamlining and any other part of the steering mechanism or front wheel.

**1.11 SUSPENSION, COMPRESSION SPRINGS & DAMPING:**

May be changed providing the fitting is secure.

**1.12 BRAKES:**

The braking system must consist of two efficient brakes operated independently, one on each of the two wheels.

**1.13 FUEL TANK: renumbered**

Open Development Class fuel tank(s) must be soundly constructed, entirely of metal.

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.

**1.14 ENGINE & DRIVE UNITS:**

Open Development Class Machines: 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.

**1.15 ENGINE CASING / CRANKCASE:**

Use of any commercially available engine casing is permitted but has to be manufactured specifically for the intended motor scooter and must fit to the intended machines original engine mounting points, including its rear suspension position.

**1.16 GEARCASE:**

The gear casing must be as manufacturer's original specification

**1.17 GEARBOX & GEARING:**

Modifications may be made to the number of drive ratios, the ratios themselves and to the gears.

Alterations to the gear casing will not be permitted if the modification is so extensive as to preclude the fitting of a standard gear set as produced by the original manufacturer of the engine unit used.

The use of 5 Speed Gearboxes are permitted for use in the Open Development Class providing that they comply with this Standing regulation. The Primary drive gears or sprockets and chain, may be changed to allow any combination of alternative final drive ratios to be achieved.

**1.18 CYLINDERS:**

Use of any cylinder type from any motor scooter or motorcycle derived with any stud pattern, liquid or air cooled is permitted.

**1.19 CYLINDER HEAD:**

Use of any cylinder head type from any motor scooter or motorcycle derived with any stud pattern, liquid or air cooled, providing that the method of fixing is as per the manufacturer's original specification or better is permitted. Liquid cooling can only be through neat water, no additives or inhibitors are allowed.

**1.20 CRANKSHAFT:**

Any type of crankshaft is permitted.

**1.21 INDUCTION SYSTEMS:**

Any induction method is permitted.

**1.22 EXHAUST SYSTEMS:**

Any exhaust type is permissible however, for Special Scooters where high-level exhaust systems are used they must have an adequate heat shield fitted to prevent contact with the systems by the rider in a normal riding position and also by the rider or others in the event of an accident.

Current ACU noise limits must be adhered.

### 1.23 GUIDANCE NOTES:

#### a. Single-Sided Forks (SSF)

1. Only openly commercially available manufactured ZIP single-sided forks, swing arms, axles and hubs can be used.
2. Forks can be shortened or lengthened to fit the length of the steering tube. Inc fork stem thread and boss altered to fit headset, min 3mm clearance between headset and any leg shields, streamlining, or panel work.
3. Bearing top and/or bottom cups can be machined to fit the steering stem as needed.
4. Steering stops can either be on the stem in the original position or lower yoke/ upper steering arm, this must be done in a secure way.
5. Any aftermarket swing arm can be used that is designed for the fork being used.
6. Only 20mm or greater Front Axles are allowed.
7. Any aftermarket suspension unit can be used.
8. Disc brake rotor can be upgraded, ABS rings can be removed unless they are part of the disc rotor mounting system.
9. Disc brake caliper can be upgraded from 1-pot to 2 or 4-pot caliper,
10. Any commercially available wheel may be used if it has been designed for the forks listed above, rim size must remain at 10"

### 1.24 HOMOLOGATION:

1.24.1 Listed below are the Single-Sided Forks that can be used. if you would like another version to be considered please email [technical@bsso.co.uk](mailto:technical@bsso.co.uk).

Piaggio ZIP SP Mk1&2

Piaggio Vespa ET4 125, ET2 50, ET4 150

Polini Evolution Fork for Piaggio ZIP SP

Polini Evolution Fork for Piaggio ZIP SP with Steering Damper adaption Kit

Casa Performance upgraded Polini version

*This class does not currently form part of the BSSO or ACU Championships.*

Any request for regulation change or amendment for consideration should in the first instance be emailed to [technical@bsso.co.uk](mailto:technical@bsso.co.uk)

#### Version Amendments

V1

V2 27.12.20

1.1 Eligibility - Piaggio auto Zip style forks permitted for Lambretta's.  
# Crimaz Indy cast aluminium frames permitted for Vespa's - 1 year concession, then to be reviewed (accepted AGM proposals).

V3 28.12.25

1.2 – Renumbered – 1.15 ENGINE CASING  
1.3 – Renumbered – 1.18 CYLINDERS  
1.4 – Renumbered – 1.20 CRANKSHAFT  
1.4 – Renumbered – 1.8 WHEEL & RIMS  
1.2 to 1.23 – Sections added from group 5 & 6, construction and safety detailing of a motor scooter  
1.24 – Section Added – HOMOLOGATION  
1.24.1 – Sub Section added - Single-Sided Forks