



2026 BSSO PRODUCTION CLASS Automatics Regulations V4

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

Open to 2-stroke and 4-stroke production based automatic machines.

4-strokes: up to 220cc kitted standard machines - such as the Scomadi TL, Vespa GT/GTS, Gilera Runner, Royal Alloy.

2-strokes: up to 180cc kitted standard machines that were originally powered by Piaggio air or liquid cooled 125cc or 180cc engines such as the Gilera Runner, Italjet Dragster, Piaggio Hexagon/Skipper/Typhoon, Aprilia SR.

1.2 BODYWORK&HANDLEBARS:

Original standard bodywork must remain with no trimming of panels allowed. Aftermarket body kits can be used as replacement (no carbon fibre).

Both front or rear mudguard must be present, if either were fitted as standard equipment.

Original standard handlebars only with no alterations and must be fitted with minimum 19mm ball-end levers. Quick action throttle & brake lever guard is permitted.

No steering dampers allowed.

Light lenses, mirrors, rear racks and number plate hangers must be removed. Non original front screens must be removed. Original standard seat only, seat padding can be modified or replaced.

1.3 SUSPENSION:

Can be uprated to any aftermarket type manufactured specifically for the intended machine. Its fitment and operation must be as per original.

1.4 BRAKING:

A front hydraulically operated OEM disc brake is compulsory.

Brake hoses, discs and pads can be uprated but must remain as per original dimensions. Non-standard rear set brakes or foot-pegs are not permitted.

1.5 ENGINE CASING:

The engine casing must remain unaltered with no porting or matching allowed. No material can be added or removed.

Rubber engine mounts may be uprated.

The Kick-start must be of foldable type and not cause a projection.

Electric starts can be retained.

Removal of the kick-start is permitted with either the pedal removed and a rubber cap secured over the exposed shaft, or the side casing can be welded over or blanked off.

1.6 CYLINDER KIT:

4-strokes: Any unmodified aftermarket cylinder kit providing a maximum capacity of 220cc. The cylinder head/valve/cam may also be uprated to any aftermarket bolt-on kit, unmodified.

2-strokes: Any unmodified aftermarket cylinder kit providing a maximum capacity 180cc complete with the supplied head and piston only. The cylinder, piston and head must remain unaltered, no tuning, porting or flowing is allowed. Original LC Skull caps to remain.

1.7 CRANKSHAFT:

Stroke and conrod length must remain as standard but the crankshaft may be uprated but not modified. The Big end pin can be Tig welded in position.

1.8 IGNITION & FLYWHEEL

Ignition on/off positions to be clearly marked. Use of a Lanyard is compulsory.

Road stator plate with original flywheel in use. No advance/retard mechanisms for ignition timing may be used unless fitted as original equipment. No modification or add-ons to the ignition system is allowed. All lighting coils must be retained and wiring visible.

For air cooled motors the original fan cowling and cylinder cowling must remain in place. No additional cooling scoops or ram cooling allowed. For liquid cooled machines, no changes to the original cooling system is allowed.

1.9 EXHAUST:

All exhausts must be from recognised sources and be 'commercially available' for all competitors and not be limited in supply or restricted to certain teams or riders in anyway. The main exhaust body must remain unaltered. However, its hanging brackets, including the silencer support bracket may be modified to aid better ground clearance.

1.10 INDUCTION / CARBURATION:

4-strokes: Carburettor models can be increased up to 34mm in size.

Fuel injected models must retain the standard throttle bodies/injector system but may upgrade the 'Fuel Injection Module' (FIM/TFI unit) to an aftermarket item.

Use of a thumb choke is permitted.

An air filter must remain but can be upgraded.

2-Stroke: Any aftermarket reed valve can be used in the standard configuration. The engine casing inlet port cannot be modified and must remain as standard. A packer can only be used to accommodate the use of a Kawasaki KX85 reed block (standard or aftermarket type). Reed Petals can be exchanged/uprated. Any aftermarket manifold can be used but without modification. Any carburettor make can be used up to 30mm diameter. Power jets are not permitted. Use of a thumb choke is permitted. An air filter must remain in place but can be uprated.

1.11 CLUTCH:

Clutch and clutch bell can be uprated to aftermarket items, including the clutch & torque springs. No side casing modification is allowed other than to close of a removed kick-start shaft.

1.12 GEARBOX & DRIVE:

Standard Torque driver only.

Variator can be replaced/upgraded and roller weights adjusted. Drive belts can be upgraded.

Gearing can be uprated to aftermarket items.

1.13 TYRES & RIMS:

Any commercially available treaded tyre can be used (no slick or recuts) but must be mounted to original OEM width and diameter rims.

1.14 GAUGES & CONTROLS:

Only a rev-counter and temperature gauge is allowed, no other engine monitoring devices may be fitted. Speedo must be disconnected.

Throttles must be self-returning. The standard pulley wheel can be uprated to aid a faster response. Alternatively, a 'Quick Action' unit can be fitted. Any trimming of the handlebar cover to aid fitment is permitted.

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.

This class does not currently form part of the ACU British Championships but will have its own BSSO class awards.

Any request for regulation change or amendment for consideration should in the first instance be emailed to technical@bsso.co.uk

Version Amendments

V2 28.01.18

1.6 Cylinder kits – two stoke skull

V3 12.02.18

1.2 Handlebars – quick action throttle & brake lever guard permitted (accepted AGM Motion).

1.10 Two-stroke Induction – Packer plate can be used, only to accommodate KX85 reed valves (accepted AGM motion).

V4 27.12.20

1.14 Gauges – speedo must be disconnected (DD rule tidying)