



2026 BSSO PRODUCTION CLASS Vespa Regulations V10

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 MODELS:

- Any Large Frame PX, PE or similar
- Any Small Frame PK, Special, Primavera, SS or similar

1.2 BODYWORK:

Bodywork must remain unaltered and as per manufacturer's original fitment. Side panels and mudguards may be replaced in identical fibreglass versions.
All light lenses must be removed and suitably blanked off. The rear light housing must remain in position, so too any standard fitted legshield mounted glove box.

1.2.1 HANDLEBARS

Any handlebar casing is permitted, provided that it is manufactured to the original manufacture's specification for the same machine type and fitted in the original mounting position only. This includes replica handlebars, as long as the size and appearance remain the same as the replicated standard bars and must retain the original operation of rods & pullies. Replica handlebar casings can be made from GRP to provide the original shape and appearance. A securely fitted headset top covering is mandatory, though fitment of the lower casing cover is optional.

ALL handlebars/headsets must retain the original geometry/dimensions/angles/silhouette and overall appearance. 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.

Internal/External quick action throttles are allowed, along with the fitment of a brake guard.

1.3 STEERING & SUSPENSION:

Forks must remain as per the manufacturer original fitment but may be interchanged between models (eg. PX Disc in to a non-disc large frame model and PK in to a non-PK small frame model).
Front and rear suspension may be upgraded to aftermarket products.

Fitment of an aftermarket 'bolt-on' anti-dive kit is permitted and must be fitted in accordance with the manufacturer's instructions. The use of a steering damper is not permitted. Fork stops must be functional.

1.4 BRAKES:

Conversion to an outboard hydraulic front disc brake assembly is 'compulsory'. For large frames, the PX Disc model forks and brake assembly can be interchanged. For small frame, the PK forks can be interchanged to allow use of a PX Disc assembly. Alternatively, fitment of any aftermarket hub mounted disc brake is permitted.
The rear brake pedal must remain in standard position and be cable operated.
All brake linings can be upgraded to aftermarket types. Rear set brakes or foot-pegs are not permitted.

1.5 ENGINE CASING:

Standard OEM rotary engine casings. Alternatively, aftermarket rotary engine casings manufactured to OEM specifications offering no performance or reliability gain over the standard item.
No machining or welding of the casing is allowed, either internally or externally other than to allow clearance for fitment of a full circle reed crank.

No packing plates allowed either between the clutch cover or in the cylinder mounting.
Porting of the engine casing is allowed but only for matching of the cylinder transfers, matching to the inlet manifold or increasing the rotary pad inlet timing.

Rotary Inlet conversion for use of the approved Reed Block is allowed. However, only the engine casing can be matched to the reed block and the inlet opening must not be enlarged beyond the original rotary pad sealing limits (the edge of the sealing pad must remain visible).

Flywheel and cylinder cowlings must be standard but may be trimmed/altered to aid fitment of the carburettor, reed block or exhaust manifold.

Homologated Casings List see HOMOLOGATION 1.17.1

1.6 CYLINDER KITS: (Type Specific)

- Large frame: 200cc models to fit Malossi MHR aluminium 210cc cylinder, piston & head kit.
- 125/150cc models to fit Malossi 166cc cast iron cylinder, piston & head kit.
- Small frame: all models to fit Malossi aluminium MHR 132cc cylinder, piston & head kit.

Each kit can be used in rotary or reed induction form. Each Malossi cylinder and head is to be used in standard 'bolt-on' form with no polishing, matching or tuning allowed. Metal or fibre base gaskets can be used, but no thicker than those supplied with the kit. No cylinder pack pieces are allowed. Metal can be removed from the cooling fins to allow for any required flywheel or carburettor clearance.

Homologated Cylinder and Cylinder Kits List see HOMOLOGATION 1.16.2

1.7 INDUCTION KITS:

Rotary Induction: Any commercially available forward facing 28/30mm inlet manifold with rubber carb mounting. The manifold gasket face can be enlarged in conjunction with the engine casing (no welding).

Reed Induction (Type Specific): Malossi Reed Valve: Large frame 210cc/166cc, Small frame 132cc - all can only be used with the supplied Malossi reed block & petals, no modifications allowed.

1.8 CRANKSHAFT:

Any un-modified aftermarket competition crankshaft designed specifically for rotary or reed valve induction maintaining the engine/cylinders original Conrod Length and Stroke. However, for rotary crankshafts the inlet timing web may be modified.

1.9 IGNITION & FLYWHEEL:

Any original or aftermarket 'Road Ignition System' is allowed, including those with a 'fixed' advance/retard curve (no alternative map options) and must be used in kit form using the supplied stator, flywheel and CDI. Standard original Flywheels may be lightened. No modification or add-ons to the ignition system is allowed. All lighting coils must be retained and wiring visible.

1.10 EXHAUST: (Type Specific)

Large Frame - Franspeed Race, SIP 'box' pipes (XL/Road 2.0) or the Malossi Power Classic 'box' pipe.

Small Frame - HRP BSSO#1, or Malossi Race (for the Malossi exhaust, modification to the engine casing is allowed, only to provide required clearance for routing). NFK Signature is permissible but is no longer commercially available.

1.11 CARBURETTOR: (Type Specific)

Dellorto VHS 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.

Note: PX - frame can be internally modified in the carb area to allow for clearance.

Smallframe - frame can be internally modified to allow extra clearance of the inlet manifold.

1.12 CLUTCH:

Any aftermarket uprated standard or completion clutch is allowed fitted with an original clutch cover, maintaining cable operation. No clutch cover packer is allowed. Internal modification to the clutch cover is permitted to aid clearance.

1.13 GEARBOX & DRIVE:

Only complete original gearboxes/ratios allowed with the following permitted additions:

- - Large frame motors can fit a 21/35t or 21/36t fourth gears.
 - - Small frame motors can run either 22/47t or 21/46t fourth gears using aftermarket items.
- Any aftermarket Primary gear kits can be used, to suit different circuits.

1.14 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.

For small frame models only, in case of fitment/fouling issues using a 3.50x10" tyre, modification to the swing arm and clutch cover through removal of a small amount of metal is allowed. Alternatively, a 90/90 x 10" tyre option of all the above brands is permitted where available.

1.15 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. Internal and external quick action throttles are permitted, so too the use of a brake lever guard.

1.16 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.

1.17 : HOMOLOGATION

1.17.1: Homologated Crankcase List, only those listed below are approved to be used, other Crankcases to be considered for the list should in the first instance be emailed to technical@bssoco.uk

Vespa Small Frame: Piaggio
SIP
SIP Evo
VMC X1

Vespa Large Frame: Piaggio
OEM
Malossi V-One
Pinasco Master

1.17.2: Homologated Cylinder and Cylinder Kits, only those listed below are approved to be used, other Crankcases to be considered for the list should in the first instance be emailed to technical@bssoco.uk

Vespa Small Frame: Malossi MHR aluminium 132cc cylinder, piston & head kit.

Vespa Large Frame: 200cc models to fit, Malossi MHR aluminium piston & head kit.
125/150cc models to fit Malossi 166cc cast iron cylinder, piston & head kit.

Version Amendments

V5 28.01.18

1.3 - *Steering – a wording error on*

V6 31.01.19

1.10 - *Additional small frame exhaust*

V7 31.01.19

1.6 *Cylinder kit – metal or fibre base gaskets permitted (AGM motion).*

1.15 *Controls - Quick action throttles and brake lever guard permitted (AGM motion).*

V8 09.01.22

1.2 *Bodywork – replica handlebars can be used (accepted AGM motion)*

1.11 *Carburettor – frame clearance added (DD rule tidying*

V9 12.11.22

1.2.1 – *fitment of a lower handlebar casing/cover is now optional.*

1.10 – *HRP BSSO#1 exhaust included for small frames (AGM motions)*

V10 14.11.25

1.17 Section Added – HOMOLOGATION

1.17.1 Sub Section Added - Homologated Crankcase list

1.17.2 Sub Section Added – Homologated Cylinder and Cylinder Kits