2026 BSSO
Group 10a Standard
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 AUTOMATIC STANDARD'CLASS REGULATIONS (GROUP 10):
For Automatic Standard Class Machines the MAXIMUM PERMITTED engine capacity is 80cc for Group 10. Any modifications made to the engine must not prejudice the safety of the rider, any other competitor or official. General Regulations apply and permitted modifications for the parts specified are detailed below:

1.2 FRAME & FORKS:
The frame and front forks must have originated from the same Motor Scooter 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, forks and suspension. Altering the rake, inclination, length and/or other dimensions is prohibited. Frame bracing is prohibited in all standard classes.

1.3 BODYWORK:
The original silhouette, including mudguards and rear carriers where fitted as original equipment, must be retained with the exception of points for access and extra cooling to the front apron whereby holes must not exceed 10mm diameter.

1.4 STREAMLINING:
Streamlining is not permitted. The use of front screens or number boards acting as screens are prohibited.

1.5 HANDLEBARS:
The handlebars and casing should be as of original specification for the machine type and remain unaltered. Quick Action throttle & Brake lever guard is permitted.

1.6 SEATING:
The seat must be as original equipment however, the removal of padding or a change in padding is permitted as long as no part of the seat is more than 950mm above the ground when the machine is unloaded.

1.7 MUDGUARDS:
The use of mudguards is not compulsory except where the mudguard is part of the standard silhouette of the machine.

1.8 WHEELS & TYRES:
The wheel rims diameter must conform to the original specification of the machine being raced.

1.9 FOOTRESTS & CONTROLS:
The footrests and controls must be as original. No foot pegs allowed unless fitted as original equipment.

1.10 BRAKES:
The braking systems must be as of manufacturer's original specifications.

1.11 FRICTION LININGS, DISC PADS & BRAKE HOSES:
The replacement of friction linings, brake pads, brake discs, callipers and hoses with aftermarket items is permitted but must comply with original dimensions.

1.12 SUSPENSION, COMPRESSION SPRINGS & DAMPING:
The use of aftermarket suspension, compression springs and damping is permitted as long as it is manufactured specifically for the intended machine and fits to its original mounting points.

1.13 FUEL TANKS:
The fuel tank must be as original equipment fitted in the original 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. Use of fast flow fuel taps are permitted.

1.14 ELECTRICAL SYSTEMS & BATTERY:
All automatic scooters must be fitted with an ignition cut-out switch that is also operated by a lanyard which must attached to the rider at all times when the engine is running. Any aftermarket commercially available ignition system can be used.

1.15 ENGINE POSITION:
The engine must be fixed in the frame to the original mounting points. However, the cradle may be changed to an aftermarket version made for the intended machine, utilising the original mounting points.

1.16 CRANKCASE:
Must be as of original manufactures specifications with the exception of altering the case to allow the fitment of the permitted cylinder kit or crankshaft. No welding is allowed of any kind. In addition, the use of Malossi-C1 casings are permitted.

1.17 CYLINDER KITS:
Any commercially available cylinder kit either directly bolted using the original stud pattern to the crankcase or by means of a flange on the base of the barrel is acceptable for use, with a matching cylinder head up to the class cc limit is allowed. No additional material can be added to enlarge ports or transfers. Porting of the cylinder and modifying the cylinder head combustion is permitted.

1.18 CRANKSHAFTS:
a) The crankshaft may be changed for any aftermarket item but it must have been designed specifically for the engine type.
b) Aftermarket crankshafts may use a different stroke and/or conrod length from standard as long as they are designed specifically for use of the intended cylinder kit and the resulting cubic capacity remains within the class limits.

1.19 INDUCTION SYSTEMS:

The method of induction must be as of manufactures original specification with the exception of fuel injection machines where carburettor induction can be used. The use of any make of carburettor or size is permitted. Reed blocks can be swapped for commercially available aftermarket items however, material from the inlet port maybe removed but no additional material can be added to the reed block or engine casing.

1.20 EXHAUST SYSTEMS:

Any aftermarket item can be used, as long as it is commercially available and follows the route of the original standard item.

1.21 GEARCASE:

Must be as of manufactures specifications exceptions will be made where an aftermarket production alternative is available.

1.22 TRANSMISSION & GEARING:

The use of any carburettor type or size is permitted. The use of different induction methods is permitted with the exception of forced induction.

1.23 KICKSTARTS:

Kick start levers can remain in place and can be swapped for aftermarket items. However, they must not cause a projection that may injure the rider or other competitor in the event of an accident.

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

Version Amendments

V1

V2 27.12.20
1.5 – handlebars – quick action throttle & brake lever guard permitted (accepted AGM Motion)

V3 18.11.25
1.17 – use of commercially available cylinder kits either directly through bolted or by means of barrel flange