Official Rules 2021-V1.2
Euro Scooter Challenge
IG of DMV E.V.

V 1.2 EN

Change History

Version	Date	Author	changes
V1.0		A.Wolf	Main changes 2021: Class 1 direkt intake cylinder with one-piece exhaust port 51xmax58mm Class 3 exhaust systems and intake socket Class 5 chassis & brakes Class 7 small & large pitbikes Class 8 Moped
V1.1		A.Wolf	K1 package delete/K1 MK4 Cylinder | K4 Kitprice | Participation for Newcomers
V1.2		A.Wolf	Participants minimum age 16Years| Prior registration including receipt of payment 14 days before the race day

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1 Rules in general

This regulation is valid for all races within the European Scooter Challenge 2021

1.1 Requirements for participation

The assignment of starting numbers, registration of vehicle and driver, as well as the registration for the races is done online on the ESC Website http://www.eurochalllenge.de
IMPORTANT: To be allowed to participate in the race you have to reserve your starting number at www.eurochallenge.de. This is smoothly done within a few minutes.

1.1.1 Participants

From the age of 16 on, every person can participate if the driving skills of the person were checked and permitted by the event leader

1.1.2 Registration and race accident insurance

Registration

To participate in an ESC race you need to be registered.
The registration for a race is done previously, online (more than 14days before raceday) on the ESC website.
The registration fee per class is €100.
There is the possibility for latecomers to get registered (after online dead line) at the day before the race directly on location, but not for the cheaper conditions like online. The fee for the local registration is €120.
IMPORTANT: Even if you get registered on location it is mandatory that you reserved a starting number at www.eurochallenge.de . This is smoothly done within a few minutes

The entry fee for a second race class is € 60,-. It is not possible to register/ pay entry fee for two classes that race at the same time.

The online registration is only valid and finished when the fee is paid 14 days before the racing day of the event. (E.g. race day Saturday = payment receipt till Friday evening 2weeks earlier 23:59o'clock respectively 11:59 p.m.)
If the payment for the online registration is not received in due time, the online registration is NOT valid. In this case a latecomer registration on location will be necessary.
The latecomer registration will be done without consideration of the amount already paid online. This amount will be paid back due net after the event.
Payment details will be communicated via e-mail after you registered on www.eurochallenge.de
In case of nonattendance the registration amount will not be paid back.

Transponder

From season 2019 on, every participant who attends regularly, needs an own transponder of the type: **Mylaps X2 Kart Transponder** or Mylaps TR2 Racekart Transponder rechargeable

It is the own authority of the participant, that the transponder is functional on www.mylaps.com (fully charged and activated) from before beginning of the race (qualifying) till the end of the race day. The number of the transponder has to be consigned on your account at www.eurochallenge.de, at the latest with the dead line of registration.

New drivers can request to borrow a transponder. Fee per race event will be €35,-
When participating in at least 3 events it makes sence and it is cheaper to buy an own transponder for example at Kloft-Timin (http://www.kloft-timing.de) or directly at mylaps.

Current price overview (Kloft-Timing) dated December 22nd 2020 (no guarantee) of the possible transponders:

Bezeichnung	Artikel Nr.	Preis	Link
Mylaps X2 Racekart direkt Power Transponder + 1 year licence	10R651	130,80 €	Shop
Mylaps X2 Racekart direkt Power Transponder + 2 years licence	10R652	173,08 €	Shop
Mylaps X2 Racekart direkt Power Transponder + 5 years licence	10R655	282,25 €	Shop

Mylaps TR2 Racekart Transponder rechargeable + 1 year licence	10R911	89,50 €	Shop
Mylaps TR2 Racekart Transponder rechargeable + 2 years licence	10R912	125,89 €	Shop
Mylaps TR2 Racekart Transponder rechargeable + 5 years licence	10R915	223,24 €	Shop

Scratch card – refreshing 1 year licence	11R721	53,11 €	Shop
Scratch card – refreshing 2 years licence	11R722	91,28 €	Shop
Scratch card – refreshing 5 years licence	11R725	192,46 €	Shop

The validity period starts with activating on mylaps, NOT with the purchase of the transponder.

Extension of licence for an existing transponder can be done on www.mylaps.com. To do so log in with your personal log in data on www.mylaps.com and choose “subscriptions - renew subscription”
Choose the desired validity period and follow the instructions.

Free Participation for Newcomer K1-K6

The first ESC race participation for newcomer is for free. This is only effective when the driver never participated in an ESC race before.
In this case a latecomer registration on location is advisable, but the starting number should be registered online previously. (See 1.1.3 assignment starting numbers)
The racing classes K7 & K8 are excluded from this rule.

Season tickets

Due to the current situation and the herewith related not planable season, there will be no season ticket for 2021.

Race accident insurance

Every ESC participant is obliged to have a race accident insurance.

On location every race participant needs to provide evidence of either a DMV membership or proof of a personal race accident insurance.
Alternatively day insurance can be bought on location via the DMV.
Please also register your emergency contact on your account at www.eurochallenge.de

Signature on location

As necessary for race participation, the technical acceptance test and the judicial acceptance of the race conditions through signature, take place regularly the day before race day on location. If necessary, this is also possible on the race day after consulting the event manager.

1.1.3 Assignment of numbers

Numbers are assigned based upon the class the participant is starting in, and generally the numbers are 3-digit.
Example: The participant in class 1 „Scooter GP Limited“ needs a number beginning with 1xx.
A participant in class 6 „Street Racer“ needs a number beginning with 6xx.

The assignment of numbers will be carried out exclusively via http://www.eurochallenge.de

IMPORTANT: To be allowed to participate in the race it is MANDATORY to reserve your starting number at www.eurochallenge.de.
Procedure for reserving a starting number:

1) Beginning of the year the already taken starting numbers are reserved for a certain period of time, that every driver can lock his/ her number. After this period of time, the unlocked starting numbers are cleared.

2) For all new drivers:

    a. Register on www.eurochallenge.de
    b. Create a new starting number in the sector “Startnummern” (=starting numbers)

1.1.4 Technical acceptance test

The race vehicle needs to be in a race capable condition. Beyond the compliance with the specific rules for the race classes, attention will also be paid to the safety of the vehicle.
This is done within the technical acceptance test on location.
Change requests, special permits and/ or the use of potential non-regulation-compliant components needs to be requested at the ESC committee for technical check and approval on time before registration for a race.
In case of breaching one or more specifications listed in this regulation, the vehicle cannot be approved for the race.

If the violation is noticed during or after a race (e.g. in parc fermé, see 2.2.3) it leads to a penalty decided through the ESC committee and the event manager. (Detent race participation, cancellation of championship points etc.)

For the technical acceptance test, the ESC IG provides a class specified checklist to the event manager.
Since 2017 on, the range of the technical acceptance was tested and is extended by control of the front brake blogs and a check of the protection clothes (helmet, leathers, boots, gloves and back protector)

1.2 Race class

- ***Class 1: Scooter GP Limited***
  Smallframe racing with challenging technique and medium to high expenses.
  The regulation allows freedom regarding carriage, chassis and engine.
  Technical details see 0

- ***Class 2P: Proto Open***
  The 2P Proto Open class was integrated to the ESC in 2020 to give the opportunity of competition to endurance and "normal" street scooters.
  This class is exclusively for experienced race drivers. The ESC committee has to approve the participation. Please check this at least 3 weeks before the first race via email to info@eurochallenge.de
  Technical details see **Fehler! Verweisquelle konnte nicht gefunden werden.**

- ***Class 3: Largeframe GT***
  Largeframe racing with reliable technique and low expenses. Very appropriate to enter ESC racing.
  The use of almost standardised material should assure therefore equal opportunities and foreground the skills of the drivers.
  Technical details see 0

- ***Class 4: Smallframe Corse „Trofeo Parmakit Challenger"***
  Smallframe brand cup of the Italian manufacturer PARMAKIT.
  Racing based on using products of the mentioned manufacturer.
  More high-performance technique than the Smallframe GT, but at low expenses at the same time. The use of standardised material should assure therefore equal opportunities and foreground the skills of the drivers.
  Our partner LTH offers the following cup kit for this brand cup.

  Cup kit K4 PRO: € 1.200,-/ € 1.220,- or € 1.245,- consists:
  - Cylinder kit Parmakit W-Force 58x51 (part number: 57901.00)
  - Crankshaft Parmakit 51x105mm 20/20mm (part number: 57090.14)
  - Ignition Parmakit Race 20mm (part number: 000004.22)
  - Exhaust Parmakit ESC Special (LTH part number: 112148)
  - ESC cashback per ESC race event

  Optionally a straight suction pipe "ESC-K4" for additional € 20,- can be bought and driven or for additional € 45,- the straight an the curved suction pipe will be included in the package.
  Cup kit with curved suction pipe standard = € 1.200,-
  Cup kit with straight suction pipe instead of the curved = € 1.220,-
  Cup kit with both suction pipes = € 1.245,-
  For the straight suction pipe "ESC K-4" the frame needs to be adapted to the carburetor room.

All listed components are also available separately for replacement.
All components included in the Cup Kit are only for using “out of the box” without further modifications or improvement.
Technical details 3.2.4

Cashback:
Through a cashback system the buyer of a cup kit will be refunded with € 50, - after each race event if he/ she participated in the qualifying and/ or in a race on the race day of the event. The payback takes place on location in the evening of the race day. The cashback option is only valid in connection with the purchasing of the upper mentioned kits of LTH. The purchase of the kit supports the racing series actively.

- ***Class 5: Smallframe GT (former standardised small frame 'Einheitsklasse')***
  Smallframe racing with reliable technique and relatively low technical effort. Appropriate to enter the ESC racing.
  The use of almost standardised material should assure therefore equal opportunities and foreground the skills of the drivers. Technical details see 3.2.5

- ***Class 6: Street Racer***
  Gear-shifted scooter racing with the street scooter, especially for beginners to test the racetrack atmosphere. The regulation allows freedom regarding carriage, chassis and engine, to enable the entrance to the world of gear shifted scooter racing for riders as much as possible.
  To keep this class attractive to beginners it is deemed to be:
  - Riders who start in this class are not allowed to start the same ESC weekend in a different class, with a scooter of a similar type of construction (smallframe, largeframe, lambretta)
  - Riders who managed to achieve a podium place in the ESC championship in one of the ESC classes in the past 5 years, except this one (Class 6), may not enter this class.
  - Riders who managed to achieve the Championship in this class, two years in a row, may not enter this class for the coming 2 years with a scooter of a similar type of construction (smallframe, largeframe, lambretta)

  Technical details see 3.2.6

- ***Class 7: Pitbike***

In this class the ESC provides the possibility of two performance categories for Pitbikes:
<160ccm 4 strokes
<190ccm 4 strokes
Technical details see 3.2.7

- ***Class 8: Mopped, Autocycle (Mokick), Mofa***

  In this class the ESC provides Mopped, Mokicks and Mofas the possibility to participate in the ESC.
Technical dteails see 3.2.8

2 Procedure

2.1 Schedule

For the event managers it is mandatory to follow the following event blocks. However, the time data only represent a recommendation.
The aim for the event manager must be to grant as much track time for the drivers as possible.

Race day:

This displayed schedule is an optional clue fpr the even manager. Depending on the advanced registrations for that race day and per class, the event manager decides how the schedule is graded. Three blocks are also possible.

8:00	driver briefing (consider official ESC checklist regarding content)
8:30 – 10:00	free training
10:00 – 10:30	Qualifying group 1(classes depending on driver field)
10:30 – 11:00	Qualifying group 2 (classes depending on driver field)
11:00 – 11:30	Qualifying group 3 (classes depending on driver field)
11:30 – 12:00	Qualifying group 4 (classes depending on driver field)

Lunch break (not longer than required from the track operator)

13:00 – 13:20	First race group 1 (classes depending on driver field)
13:20 – 13:40	First race group 2 (classes depending on driver field)
13:40 – 14:00	First race group 3 (classes depending on driver field)
14:00 – 14:20	First race group 4 (classes depending on driver field)
14:20 – 14:40	Second race group 1 ((classes depending on driver field)
14:40 – 15:00	Second race group 2 (classes depending on driver field)
15:00 – 15:20	Second race group 3 (classes depending on driver field)
15:20 – 15:40	Second race group 4 (classes depending on driver field)
15:40 – 16:00	Third race group 1 (classes depending on driver field)
16:00 – 16:20	Third race group 2 (classes depending on driver field)
16:20 – 16:40	Third race group 3 (classes depending on driver field)
16:40 – 17:00	Third race group 4 (classes depending on driver field)

If there are at least 15 minutes of track time left, the ESC proposes Endurance, best of all or other races or rather tracktime for the participants.

2.2 Race process

2.2.1 Before race

Pre-starting grid

The starting grid at the pre-start meets the race starting grid (see 2.2.2)

The participants of the event's first race need to appear before the race on time at the pre-start. For the following races it is necessary that the participants appear at the pre-start not later than with the end of the previous race. Late arriving participants need to start at the end of the driver field. Participants who start in two classes with races directly after each other need to come directly to the pre-start of the following race after ending the first race.
It is assumed that every driver knows who is in front/ behind him/ her and takes his place independently in the pre-start grid. A final control is done by the race management.

Warm-up lap

During the warm-up lap it is prohibited to overtake someone or leave the track.
When the track is dry there will be one warm-up lap. If the track is humid or wet there will be two warm-up laps if necessary.

2.2.2 Race

Starting grid

After ending the warm-up lap the drivers meet at the start.
The best time of the qualifying decides the starting place for the first race.
The starting place for every further race depends on the finishing of each previous race.
If different classes start together in a race group, the starting grid is across classes/ mixed.
If the participation in the qualifying is not possible, the driver needs to start behind the driver field. If it was not possible to finish a race block, e.g. due to a technical defect, the driver needs to start the following race behind the driver field.
In case of drop out/ disqualification (incapacity) the starting place will NOT be filled up.

It is assumed that every driver knows who is in front/ behind him/ her and takes his place independently in the starting grid. A final control is done by the race management.
Through a red flag it is announced that the starting grid is not yet finished. As soon as the red flag disappears, the start is to come immediately.
Technical problems need to be announced to the race management with a very clear hand signal. If the start of the race would be clearly delayed due to solve the problem, the driver needs to leave the track and the race will be started without him/ her.

Start and race process

Races are always started via flashlights. Only if there are problems with the flashlights the start with a flag is permitted.
During the driver briefing the start via flashlight has to be explained.
There will be three scoring runs with 10 minutes + 2 turns each

Handling of false starts

Documentation of false start through Marshall (via video recording, if possible). Focus on first grid row. In case of a false start the race will be stopped and the causer of the false start shall restart the race from the last grid position. If several riders cause a false start the above rules

apply to each individually. Last starter is who caused first). Who causes a false start twice within a race is not permitted to start in this race.

Stopping the race and resume

If the race is stopped after race duration of 7 minutes, the race is deemed to be finished and will be evaluated fully. For evaluation the turn before stopping the race will be used. The driver who caused stopping the race will not be evaluated.
If the race is stopped after less than 7 minutes race duration the race will be continued subsequently.
In this case the starting grid, the turn before stopping the race, will be considered.
If the race is stopped before ending the second turn, it will be restarted corresponding to the qualification. Lags of time will not be considered unless they represent more than a turn.

Penalty for exaggerated hardness:

In case of excessive hardness/ unfair behaviour on the track, the ESC event managers will speak out time penalties or dislocation in the starting grid in one's sole discretion. This rule is valid from the first training to the last race of the ESC weekend.

2.2.3 After Race

Parc Fermé

After each ESC race the respective event manager and/ or the technical committee of the ESC can order up to five vehicles per class to the parc fermé.
If the check will breed a breach of the rules, the affected driver will be excluded from the evaluation of the respective race day and will not get ESC championship points for the respective race day. The ESC IG reserves the right to penalise beyond that.
Furthermore it is valid in general: Every participant of an ESC race needs to be able to prove independently at any time the conformity to the rules of his/ her scooter to the respective event manager and the technical committee of the ESC.

2.2.4 Protest

A protest referring to unsportsmanlike behaviour on the track has to be displayed directly after the move to the race organization. Further proceed will be investigated case-specific and decided individually by the race organization.
A protest referring to non-compliance to the rules needs to be provided in written form to the ESC committee on the race day. In this connection a protest deposit of € 50, - has to be paid. If the suspicion should be confirmed the objector will get his/ her money back, if not the money goes to the ESC IG.

2.2.5 Further regulations

The race manager set from the event manager needs to talk German or English.

2.3 Evaluation

2.3.1 Point System

Per class three scoring runs will be carried out.
The first 15 drivers of each class will receive points:

1. Rank – 25 points
2. Rank – 20 points
3. Rank – 16 points
4. Rank – 13 points
5. Rank – 11 points
6. Rank – 10 points
7. Rank – 9 points
8. Rank – 8 points
9. Rank – 7 points
10. Rank – 6 points
11. Rank – 5 points
12. Rank – 4 points
13. Rank – 3 points
14. Rank – 2 points
15. Rank – 1 point

Points are received for an ESC race when one is not more than three turns after the winner of the respective race, finished the race and was not disqualified by the race management due to driving or technical reasons.

2.3.2 Cancelation

There is **no** cancelation anymore.
Every race that took place counts and affects therefore the championship.

2.3.3 Daily evaluation:

All classes have a daily evaluation. If drivers have identical points, the finishing position of the last run is deciding.
Per race only <u>one</u> class can be evaluated, that means you cannot get points for two classes within one race.

2.3.4 ESC championship evaluation

The classes 1/3/4/5/6/7 & 8 have a championship evaluation.
The class 2P only has daily evaluations.
Every normal executed race in the season will be evaluated.
In the case of exact equal score or equal positioning the fastest laps of the races, in which <u>both</u> drivers participated, will be compared.
Per race only <u>one</u> class can be evaluated, that means you cannot get points for two classes within one race.

3 Technical rules

Every following regulation is valid for all classes. Additionally, there are class specific rules.

3.1 Rules for every participant

3.1.1 Classes

- Class 4 conform vehicles are allowed for class 1 automatically
- Class 5 conform vehicles are allowed for class 1 automatically
-

3.1.2 General technical rules

The scooter may not lose oil or fuel.
It is permitted to change the whole engine during a race day, as long as this engine matches the regulation of the relevant class and was checked and released by the race management.
Unless otherwise noted by the regulation, conditioning and change of further engine components is permitted.
All parts need to be tightened to the scooter, that nothing can be disconnected in case of a fall.
The scooter needs to meet the general regulation of the racetrack. Most of the racetracks have volume control which needs to be found out by the drivers themselves and needs to be followed. (**Mostly** the volume control is about a driving noise of 95dB, measured after DIN ISO: 7,5m distance, 1,2 m height)
For classes 7 and 8 the same rules are valid for each vehicle specification.

3.1.3 Fuel/ Tank

Permitted is conventional fuel **that can be bought at a gas station**.
The use of Nitrous-Oxide (N2O) is prohibited.
The fuel tank needs to be equipped with a reachable fuel tap.
The position „closed“, needs to be marked clearly with „zu“ or „off“.

3.1.4 Wheels

All buyable tires are permitted in all classes, as long as the official gross selling price is under €100,-. The use of tire warmer is not accepted.
The rim calibre shall not be more than 10 inch. All 10 inch rims are accepted, also made of different materials, one- or two-piece.
For class 7 max. 12 inch wheels are valid
For class 8 max. 17 inch wheels are valid

3.1.5 Brakes and dampers

The scooter shall have two efficient brakes, working independently from each other.
The brake pad shall be sufficiently for a safe function. The components of the braking system shall not be damaged. Hydraulic brakes shall not suffer from leakiness and the brake fluid needs to be fresh respectively proper for use. (Preferably high boiling point, dry boiling point of 260° already could be too low)
The scooter should be equipped with two intact shock absorbers.
For classes 7 and 8 the same rules are valid.

3.1.6 Frame

The frame of the used scooter should not be twisted.
It should not show any sharp edges and/ or corners.
It has to be an original Piaggio/ Lambretta or an official licence-built-frame.
Exception: K2P (Crimaz Indy 1.0)
It has to be used original Piaggio/lambretta or under license produced frame. The steering frame and the tunnel/tube frame have to be left in original external shape. Additional reinforcements are allowed. The wheel frame shall not be changed due to modifications on the chassis/ frame.
Modification to tail (gfk/cfk rear frame) is permitted generally.
Shall be use of gear-shifted scooters, no automatic scooters (e.g. PK50 Automatic)
For classes 7 and 8 the same rules are valid for each vehicle specification.

3.1.7 Handlebar/ fork

For Vespa and Lambretta any 10'' mono-link forks and Innocenti, SIL, Serveta 10'' forks are permitted.
The fork shall be equipped with a working steering stop. The free steering angle shall not be greater than an original steering stop would provide.
For classes 7 and 8 also the existing steering stop is valid, as well as the herewith connected enlarged steering angle

3.1.8 Handlebar (rod)

The relocation of the bowden cable shall be organized in such a way, that you cannot get bogged in case of a fall.
In case of using a fast-gas handle its bowden cable needs to run parallel to the gas pipe.
For classes 7 and 8 the same rules are valid for each vehicle specification.

3.1.9 Bench

The bench is freely selectable. The bench needs to be equipped with a locking. A plug connection is not accepted.
For classes 7 and 8 the same rules are valid for each vehicle specification.

3.1.10 Engine casing

The engine casing shall be designated for each driven model, which means smallframe casings for small frames and largeframe casings for largeframe etc.
The original engine mounting shall be used without modification.
The scooter needs to be gear-shifted, no automatic (e.g. PK50 Automatic)
The oil screws shall be connected against each other by wiring, that an independent loosening is impossible.
Classes 7 and 8 also needs to secure the oil screw through wiring, if there is no equal/ comparable safety device factory-made

3.1.11 Cylinder

Engine and cylinder shall be designated for each driven model, which means smallframe cylinders for small frames and largeframe cylinders for largeframe etc.
Any other foreign cylinder is not accepted. The cylinder needs to be designed for each engine model and free available in bigger quantity (at least 20 pcs)
The cylinder needs to be attached with the original hole pitch of the stay bolts of the engine block. Stay bolts shall be continuous. Therefore, adapter plates are not permitted.
(Exception: class 2P and class 6)
Water cooled engines are generally not permitted.
Exhaust control is not accepted.
Additional drive systems of any kind are not accepted, e.g. hybrid drive with e-motor.
For classes 7 and 8 the class specified rules are valid, also water-cooled cylinder with exhaust control, which are driven with clear/ plain water as cooling tool (no glysantin or other additives)

3.1.12 Gearing

The gearing should have max. 4 gears
In the class 2P the gearing is free.
For classes 7 and 8 the class specific rules are valid.

3.1.13 Electrics

All light lenses/ glasses shall be removed or masked with sticky-tape.
An engine cut-out switch is a requirement – the mounting position can be chosen freely. The switch-ribbon shall be attached to the rider.
For classes 7 and 8 the same rules are valid.

3.1.14 Spare scooter

The scooter that was technically checked and released shall be used in all races of the respective class during the race event. For each rider and class only one scooter is accepted.
During the race season, changing the scooter (between two race events) is permitted.
For classes 7 and 8 the class specific rules are valid.

3.1.15 Protective clothing

The rider shall have a minimum of appropriate protective clothing, which is specified as follows:

- Motorbike One-piece or two-piece leathers with protectors
- Motorbike Textile combi suit with sufficient protectors or a motocross protector shirt.
- Full face helmet (open helmets without chin-protection are not accepted)
- Motorbike boots
- Motorbike gloves
- Backbone protection
-

Sparking metal knee sliders are not permitted.
The protective clothing needs to be in a workable condition.
For classes 7 and 8 the same rules are valid.

3.2 Specific class regulation

3.2.1 Class 1: Scooter GP Limited

Generally all components and elements of the general and class specified regulation can be reworked freely.

Frame

All Vespa smallframe frames are accepted.
Requirements of 3.1.6 shall be considered.

Handlebar/ fork

The handlebar/ fork can be chosen freely.
Requirements of 3.1.7 shall be considered.

Rod

Rod, hand gear, handle, rod/shift pipes, controls and instruments can be chosen freely.

Engine casing

Additionally the following engine casings are allowed:

- SIP
  EAN: 4260335253939/ 4260335250228/4260335253960/ 4260335253816
  SIP n°: 24311000/ 24321000/ 24301000/ 24302
- Quattrini: C1
- Parmakit
- Pinasco: 26482027/ 26482030/ 27483151
- Falc

Cylinder

Maximum piston diameter: 58mm, as well as OEM provided oversize dimensions (e.g. Malossi 136 with 58.3mm)
The exhaust port needs to be one-piece, bridge or „toothed“ exhaust ports are not approved.
Cylinder kit can be modified.

The following direct suction cylinder with one-piece exhaust are to be used exclusively:

- Polini: 140.0051/L KIT VESPA 125 ET3-PRIM. D.A. D.57 (grey cast iron twin intake)
- Pinasco: 25031798 135ccm Zuera SRV
- Malossi: MK1 136 grey cast iron MK4 136 grey cast iron
- Parmakit: W-Force 58 x 51 partn° 57901.00 – ECV partn° 57007.00 or 57036.00

Cylinder seals/ - spacer

Bottom seal: free of choice
Bottom spacer: free of choice
Head seal: free of choice
Head spacer: free of choice

Crankshaft

Maximum stroke: 51mm, piston rod facultative

Clutch

The clutch can be chosen freely

Gearing & transmission

The gearing can be chosen freely.
Requirements of 3.1.12 shall be considered.

Exhaust system

The exhaust system can be chosen freely.

Intake socket

The intake socket can be chosen freely

Carburettor

The inner diameter in the slide area of the carburettor shall not exceed 30.3mm.

Air filter

Type and realization of the air filter can be chosen freely. An air filter can also be resigned.

Ignition & fan propeller

Ignition and fan propeller can be chosen freely.

Dampers

Dampers can be chosen freely.
Requirements of 3.1.5 shall be considered.

Brakes

It is mandatory to install a fully hydraulic front brake.
Requirements of 3.1.5 shall be considered.

3.2.2 Class 2 Proto-Open

This class is for racers who want to gain track time and for those who do not have a matching scooter for the classes 1/3/4 or 5 available, but want to join the ESC to have some fun. It is mandatory to be able to prove racetrack experience.
The ESC committee will decide if participation is allowed, before first starting.
Before registration on the website a "petition" for permission needs to be filed via info@eurochallenge.de (confirmation via email is sufficient)

Generally all components and parts within the limits of the general and class specific rules are allowed to be reworked freely.

Frame

All Vespa smallframe, Vespa largeframe and Lambretta frames are accepted.
Requirements of 3.1.6 shall be considered.
Additionally in the Class 2Proto the frame Crimaz Indy 1.0 is allowed to use.

Handlebar/ fork

The handlebar/ fork can be chosen freely.
Requirements of 3.1.7 shall be considered.

Rod

Rod, hand gear, handle, rod/shift pipes, controls and instruments can be chosen freely.

Engine casing

All original Piaggio, LML, Bajaj, Innocenti and Serveta engine casings are allowed.
Furthermore all replacement engine casings (Quattrini, GP One, Falc, BSG, SIP, Malossi, Casa Lambretta, Pinasco, Egig, Fabbri etc) are allowed under the following conditions:

- The distance between the axes of crankshaft, auxiliary shaft and main shaft needs to match the original engine casing
- The wheelbase shall not be changed through the engine casing.

Requirements of 3.1.10 shall be considered.

Cylinder

The cylinder can be chosen freely.
Requirements of 3.1.11 shall be considered.

Special Scooter Endurance-Open Smallframe rules

Cylinder capacity needs to feature <=252ccm

Special Scooter Endurance-Open Largeframe rules

Cylinder capacity needs to feature <=306ccm

Special Scooter Endurance-Open Lambretta rules

Cylinder capacity needs to feature <=351ccm

Cylinder seals/ - spacer
Bottom seal: free of choice
Bottom spacer: free of choice
Head seal: free of choice
Head spacer: free of choice

Crankshaft
Crankshaft can be chosen freely, Maximum cylinder capacity shall be considered

Clutch
The clutch can be chosen freely

Gearing & transmission
The gearing can be chosen freely.
Requirements of 3.1.12 shall be considered.

Exhaust system
The exhaust system can be chosen freely.

Intake socket
The intake socket can be chosen freely.

Carburettor
The carburettor can be chosen freely.

Air filter
Type and realization of the air filter can be chosen freely. An air filter can also be resigned.

Ignition & fan propeller
Ignition and fan propeller can be chosen freely.

Dampers
Dampers can be chosen freely.
Requirements of 3.1.5 shall be considered.

Brakes
It is mandatory to install a fully hydraulic front disc brake.
Requirements of 3.1.5 shall be considered.

3.2.3 Class 3: Largeframe GT

General Largeframe GT regulation

Basically only all original Piaggio & LML Largeframe engine components of the 80-150ccm models and the described components of the general regulation chapter 3.1 shall be used, with the exception of the explicit additionally permitted components, in the sequel.
The part numbers were taken from the official supplier catalogues at the time the regulation was created.
Except the explicit described adjustments, where necessary, no further modifications shall be executed with the components. („out of the box“)
Should arrangements be necessary whose rule conformity could be doubted or whose range is not clearly defined, these arrangements needs to be told to the ESC committee previously. In this connection photo documentation can be helpful.

Frame

All Vespa Piaggio Largeframes (PX, T5, Sprint, Rally, Cosa etc.) and the corresponding licenced model ranges are accepted.
Requirements of 3.1.6 shall be considered.

Handlebar

Only handlebars of the upper mentioned frame models without any modifications (shortened handlebar/ wing change) are accepted.

Rod

The rod shall be a Piaggio/ LML gear-shifted scooter rod or an appropriate replica. Due to safety reasons, generally the rod needs to be cased. The original casing is not necessary.
Rod, hand gear, handle, rod/shift pipes, controls and instruments can be chosen freely.
Drop rod is accepted.
Steering dampers are not accepted.

Engine casing

The original Piaggio & LML 2-stroke Largeframe engine casing (80-150ccm) as well as the appropriate Pinasco engine casing with rotary slide casing intake (partn°25482020) or membrane casing intake (partn° 26482022) are allowed to be used.
The transfer ports and the inlet of the engine block are allowed to be modified however the inlet shall only be placed on one half of the block. An inlet through both block halves is not accepted.
The original LML 2-stroke engine block with membrane intake may be used, as long as the original membrane inlet stays unmodified and is used along with the original 2-clap-baseplate.
The original reed petals may be swapped for glass fibre or carbon petals.
When using a Malossi membrane intake socket, the original LML 2-clap-membrane can be dismounted and the standard LML membrane baseplate can be adjusted on the side of the intake socket facing the intake socket.
The crank shaft inlet area may be worked on.
For repair purposes cold welding on the cylinder base of the engine block are accepted.
The kick starter shaft can be shortening to the engine block. Furthermore the „welding-over“of the kick starter shaft support is accepted.

Cylinder

Additionally accepted cylinders:

Malossi: 139ccm grey iron (part n° 3114940) for PX80
166ccm grey iron (part n° 3116244) for PX125-150/ Cosa/ LML
177ccm grey iron (part n° 3117676) for PX125-150/Cosa/LML

Pinasco: 177ccm grey iron (part n° 25030804) for Sprint
177ccm grey iron (part n° 25030805) for PX/ Cosa/ LML

Polini: 177ccm grey iron (part n° 140.0080) for PX125-150/ Cosa/ LML

VMC: 177ccm grey iron (part n° SIP 84140300 and LTH 112627) for PX125-150/Cosa/ LML

Only break edges in the cylinder is accepted.
Example: Rework that changes the original measurements of the cylinder as a whole or in individual areas (e.g. chamfering the opening area) means a breach of the rules.
Requirements of 3.1.11 shall be considered.

Cylinder seals/ - spacer

Bottom seal: seal with max. 0,25mm
Bottom spacer: not accepted
Head seal: only if provided originally
Head spacer: not accepted

Crank shaft

Only shafts suitable for rotary valve are accepted – 48mm stroke with 105mm piston rod length for PX80 and 57mm stroke with 105mm piston rod length for PX125-180/ LML/ Cosa-shafts. The original LML membrane wave (57mm stroke with 105mm piston rod length) may be used.
A shaft rework, accept the welding of the crankpins, is not accepted.

Tameni/ Meceur: original replica for PX 125-150/ Cosa 125
Mazzucchelli: partn° AMT154 (original replica) for PX125-150
partn° AMT162 (racing shaft) for PX125-150
SIP partn° 45001000 (racing shaft) for PX80
Pinasco: partn° 25080887 (racing shaft) for PX/ LML & Cosa
Polini: partn° 210.0043 (racing shaft) for PX
BGM: partn° 3330074 (racing shaft) for PX & Cosa

Clutch

Clutch can be chosen freely. Hydraulic clutch systems are not accepted.

Gearing and transmission

All original gearing components of Piaggio and LML are accepted and may be combined – even the 200s models. The transmission can be chosen freely.

The following parts may also be used:

DRT:	short 4th gear with 36 teeth (SIP partn° 40432910)
	clutch toothed wheel diagonal Z24 Cosa2 (SIP partn° 87478000)
	clutch toothed wheel straight Z23 Cosa2 (SIP partn° 87482300)
	clutch toothed wheel straight Z24 Cosa2 (SIP partn° 87482400)
	clutch toothed wheel straight Z25 Cosa2 (SIP partn° 87482500)
Polini:	primary transmission straight for PX80-150 (partn° 202.0000)
	primary transmission straight for PX200 (partn° 202.0001)
Malossi:	primary transmission straight for PX80-150 (is not produced anymore)
	primary transmission straight for PX200 (is not produced anymore)

Switch cross can be chosen freely
Requirements of 3.1.12 shall be considered.

Exhaust system

For safe mounting additional holding and elbow flanges with sealing ring may be welded to the exhaust system, the geometry of the exhaust system however shall not be changed.

Simonini:	partn° 40.301 (black with aluminium dampers) for PX
	partn° 40.301.CA (black with carbon dampers) for PX
	partn° 40.301.CR (chrome with aluminium dampers) for PX
	partn° 40.301.CRCA (chrome with carbon dampers) for PX
Malossi:	partn° 3214088 for PX, LML & Cosa
	partn° 327791 (Malossi Power Classic)
Polini:	partn° 200.2019/S for PX
	partn° 200.2022 (Polini Box)
Pinasco:	partn° 25560815 (chrome) for PX
	partn° 25560826 (Touring Classic)
LeoVince:	for PX80-125/ Cosa125 (is not produced anymore)
Sito:	Sito-Plus for PX80-125/ Cosa125
SIP:	partn° 24166200 (Road 2.0)
	Road 1.0 for PX80-125/ Cosa125 (is not produced anymore)
LTH:	partn° 108859 (LTH box)
BGM:	partn° BGM1010C (Big Box 1.0)
	partn° BGM1010TR (Big Box Touring)
	partn° BGM1010SP (Big Box Sport)

Intake socket

MRP:	Rotary valve intake socket (partn° MRP53)
	Membrane intake socket long (partn° MRP168)
	Membrane intake socket short (partn° MRP332)
Polini:	Rotary valve intake socket (partn° 215.0110)
Pinasco:	Rotary valve intake socket (partn° 25530309)
Malossi:	Rotary valve intake socket (partn° 02 2158B)
	new membrane intake socket version (partn°2015896) for PX80-150
	new membrane intake socket version (partn° 2014913) for PX200
	old membrane intake socket version (is not produced anymore!)

Carburettor

Dell Orto/Spaco:	Si 20/20D (standard PX80-150)
	Si 24.24E (standard P200E)
	Si 26.26E
Dell Orto:	PHBH 28
	PHBH 30

Air filter

The air filter can be chosen freely, but there is no need to plug it.
Furthermore a net or a suction head can be installed.

Ignition & fan propeller

Only original ignition components or appropriate original replicas of those shall be used, that means no ignitions with variable ignition timing, no inner rotor ignitions, additional models or similar.
All fan propellers designed for PX/ Cosa model ranges with a minimum weight of 1.600g are accepted. Trimming is accepted, as long as it does not get below the minimum weight of 1.600g. The starter ring of electric starter fan propellers can be removed.
On the race day each rider needs to hold a suitable puller ready, as the weight of the fan propeller will be checked randomly.

Dampers

Additionally to the following dampers original replica dampers as well as street-sport-dampers without an “external” pressure compensation tank of BGM, Carbone, Fa-Italia, Imca, RMS & Sebac are accepted.

BGM:	Pro SC/F1 Sport – front (partn° BGM7741B)
	Pro SC/R1 Sport – rear (partn° BGM7742B)
	Pro SC/R12 – rear (partn° BGM7782/ BGM 7782B)
Bitubo:	Sport YAV Classic – front
	Sport YZB Classic – rear
	Sport YZV Classic – rear
Pinasco:	front (partn° 25441003)
	rear (partn° 25441002)
SIP:	Performance old (front & rear)
	Performance 2.0 front (partn° 76000FTB/-FBB/-FSB)
	Performance 2.0 rear (partn° 76000RTB/-RBB/-RSB)
	Performance 2.0 RACE rear (partn° 76001RTB/-RBB/-RSB)
YSS:	Mono E-Pro – rear
	Mono X-Pro – front & rear
Malossi:	RS24 front (partn° 4614618)

Requirements of 3.1.5 shall be considered.

Brakes

Brake systems need to be conforming to the original condition (brake handle for front wheel brake on the rod/ brake pedal in the step-through for the rear wheel brake)
The brake pedal needs to be original and needs to be located at the original position.

It is mandatory to install a part- or fully hydraulic disc brake in the front.
Brake line, brake pump, brake claw, brake mount can be chosen freely.
Requirements of 3.1.5 shall be considered.

Black list

The following components are explicit forbidden:

- HP4 fan propeller
- PK fan propeller
- variable ignition systems
- lip- and bell shafts
- crankshaft for PX200/ Cosa200/ Rally200
- Cylinder base and head spacer
- T5 engine block including parts (taken out of the regulation due to scarcity value)

3.2.4 Class 4: Smallframe Corse „Trofeo Parmakit Challenger“

General regulation for Smallframe Corse:

Generally only all original engine components of V50, PV and PK and the described components in the general regulation 3.1 are to be used, except the below explicit described or additionally allowed components.
The part numbers were taken from the official supplier catalogues at the time the regulation was created.
Except the explicit described adjustments, where necessary, no further modifications shall be executed with the components. („out of the box“)
Vehicles that breach seriously the whole purpose of uniformity can be taken out of the evaluation from the event manager, even if they accord to the wording in the regulation.
Should arrangements be necessary whose rule conformity could be doubted or whose range is not clearly defined, these arrangements needs to be told to the ESC committee **previously**. In this connection photo documentation can be helpful.

Frame

All Vespa smallframe frames are accepted.
Requirements of 3.1.6 shall be considered.

Handlebar/ fork

The handlebar/ fork can be chosen freely.
Requirements of 3.1.7 shall be considered.

Rod

Rod, hand gear, handle, rod/shift pipes, controls and instruments can be chosen freely.

Engine casing
Additionally the following engine casings are allowed:

- SIP
  EAN-n°: 4260335253939/ 4260335250228/ 4260335253960/ 4260335253816
  SIP n°: 24311000/ 24321000/ 24301000/ 24302
- Quattrini: C1
- Parmakit: 57080.50/ 57090.50
- Pinasco: 26482027/ 26482030/ 27483151
- Falc

It is allowed to add material to the casing`s overcurrents and adjust the overcurrents to the engine block.
Removing (milled to plan) cylinder sealing surface of the engine casing is accepted.
Requirements of 3.1.10 shall be considered.

Cylinder
Only the cylinder kit (Parmakit 57901.00) is allowed.

Cylinder seals/ - spacer
Bottom seal/ bottom spacer: allowed, a squish gap in the cylinder of 1,0-1,3mm needs to be kept.
Head seal/ head spacer: not accepted

Crankshaft
Stroke needs to be 51mm, in which the piston rod is maximum 105mm.
Optionally the with the kit provided Parmakit crankshaft (partn° 57090.14) or another with 51mm stroke available in the accessory trade, can be used.

Clutch
The clutch can be chosen freely

Drive and transmission
All freely available transmission components are allowed **excempted** 6arm shifting claw transmissions offered for example from Faio or Benelli etc.
Requirements of 3.1.12 shall be considered.

Exhaust system
It is mandatory to use this <u>untreated</u> exhaust:

- „Parmakit ESC Special“ (LTH part number 112148)

(Small modifications for mounting without change of position the exhaust are allowed)

Intake socket
The kit included intake socket is to be used.
But also the straight “ESC K4” version can be used optionally. (For the straight intake the frame needs to be adjusted)

Carburettor
It is mandatory to use carburettors with maximum diameter of 30,3mm.

Air filter
Air filter can be chosen freely. An air filter can also be resigned.
Furthermore a net or a suction head can be installed.

Ignition and fan propeller
The unmodified Parmakit Parmatronic Race ignition (partn° 00004.22) is allowed.
An **identically constructed** "IDM" ignition with the yellow (RAL 1026-luminous yellow) fan can be used.
Original ignition components can also be used as long as the magnet wheel is painted yellow (RAL1026-luminouis yellow) and weighs over 1.000g with fan and screws and the ground plate is unmodified.
All original in RAL1026-luminous yellow painted plastic fans from IDM ignitions kits may be used.

Dampers
Dampers can be chosen freely.
Requirements of 3.1.5 shall be considered.

Brakes
It is mandatory to install a fully hydraulic front disc brake.
Requirements of 3.1.5 shall be considered.

Sticker-Kit „Trofeo Parmakit Challenger"
The Sticker-kit includes three Parmakit Stickers.
These stickers should be placed on the following positions:
Front of the Frame left (position height like the Vespa logo)
Left backside side (Side Panel), lower edge in driving direction to the back
Right backside side (Side Panel), lower edge in driving direction to the back
You have to stick them on a flat level and not around an edge/ corner etc to enable an optimal presentation on pictures.
You are not allowed to leave other stickers of Italian cylinder producers like Polini/Malossi/Falc/ Quattrini/DR/ Pinasco/ DEA and so on, on the scooter!

Tricot „Trofeo Parmakit Challenger"
On the Race day (Quali/races and award ceremonies) in class 4 a Parmakit provided tricot has to be worn over the safety clothing.

3.2.5 Class 5: Smallframe GT

General Smallframe GT regulation:

The whole purpose of this class is to make gear-shifted scooter racing technically as well as financially as simple as possible. The use of almost standardised material should assure therefore equal opportunities and foreground the skills of the driver.

Basically only all V50, PV and PK original engine components and the described components of the general regulation chapter 3.1 shall be used, with the exception of the explicit additionally permitted components, in the sequel.
The part numbers were taken from the at the time the regulation was created, valid supplier catalogues.
Except the explicit described adjustments, where necessary, no further modifications shall be executed with the components. („out of the box“)
Should arrangements be necessary whose rule conformity could be doubted or whose range is not clearly defined, these arrangements needs to be told to the ESC committee **previously**. In this connection a photo documentation can be helpful.
Vehicles that breach seriously the whole purpose of uniformity can be taken out of the evaluation from the event manager, even if they accord to the wording in the regulation.

Frame

All Vespa Piaggio Smallframes and the appropriate licenced replica are accepted.
Struts for reinforcement of the chassis and to improve crash safety are accepted.
The leg shield shall have a minimum width of 32cm, to be measured 5cm below the top headset bearing, at height of the lower headset bearing and at the height of the rear brake pedal. There shall be a connection between the frame outer points. The side panels shall be in place and noticeable. The rear valance shall not be shortened by more than 10cm, compared with the original one.
GFK components like for example a flip rail (gfk/cfk rear frame) are allowed as long as they are tightly screwed and look like the original.
The vehicle as a whole, shall be identifiable as a scooter in his original looking.
Requirements of 3.1.6 shall be considered.

Handlebar/ fork

The fork shall be a Piaggio (also from the automatic sector)/ LML handlebar or an appropriate replica.
Adjustment of the handlebar to the original bearing gap within the frame is allowed.
Adjustment of a handlebar to remove trace offset, keeping the original measurements while using an appropriate brake is accepted.
Using/ adjusting a largeframe handlebar to PK measurements is accepted.

Rod

The rod shall be a Piaggio/ LML gear-shifted scooter rod or an appropriate replica. Due to safety reasons, generally the rod needs to be cased. The original casing is not necessary.
Rod, hand gear, handle, rod/shift pipes, controls and instruments can be chosen freely.
Drop rod is accepted.
Steering dampers are not accepted. The rod clamping is chosen freely as long as function and original position are taken under consideration.

Engine casing
Adjustment of the overcurrents on the cylinder is accepted.
Adjusting the inlet port in the engine block is accepted.
For clarification: Welding/ cold metal shall only be used at the engine block to repair defective areas. Thereby the original contour shall not be changed or enlarged.
Requirements of 3.1.10 shall be considered.

Cylinder
Additional accepted cylinders:

- Polini 130ccm cylinder (partn° 145000500) & Polini racing cylinder 130ccm (partn° 1400050R), no double inlet
- Polini 130ccm piston and its oversize old model (no 2011th model versions or newer)
- Polini 130ccm cylinder head old model
- Polini 130ccm cylinder head old version
- New Polini cylinder head, unworked (partn°211.0319)

Only break edges the cylinder is accepted.
Example: Rework that changes the original measurements of the cylinder as a whole or in individual areas (e.g. chamfering the opening area) means a breach of the rules.

Piston rings from Grand Sport (GS) may be used.
Spark plug (heat range) free.

The squish gap needs to be between 1.2 and 1.6mm.
Requirements of 3.1.11 shall be considered.

Cylinder seals/ - spacer
Bottom seal: can be chosen freely (<0,51mm)
Bottom spacer: not accepted
Head seal: only if provided originally
Head spacer: not accepted

Crankshaft
Additionally the following crankshafts may be used:

- Crankshaft original or available at the free market racing shafts with 51mm stroke and piston rod 97mm (available at the free market = at least 20 pcs officially for everyone available public)

Crankshafts shall only be used in original condition that means the shaft needs to be mounted as provided from the producer. E.g. to lip or bell shafts modified shafts are not accepted.

Clutch
Only original V50/ET3, PK and PK XL2 clutches shall be used.
Clutch spring can be chosen freely, 3 or 4 plate clutches are accepted.
Type of pads and friction disk can be chosen freely.

Drive & transmission
Only the original 4-gear drive combined with the original auxiliary shaft (each with 58:10, 54:14, 50:18 und 46:22 teeth) shall be used.
Primary can be chosen out of the following: 3.00; 2.86

Additionally allowed drive components:
- Pinion with 25 teeth for primary with 72 teeth (e.g. DRT Z25 for 3.00 primary)
- primary transmission may be strengthened (Repkit) – is recommended!
- Gear selector/spring may be chosen freely

Requirements of 3.1.12 shall be considered.

Exhaust system
Additionally accepted exhausts:
- Exhaust Polini left (Banana, not Evolution) for PV or PK125.
  This one may be modified, to enable the mounting of a 100/85th or a 3.50th tyre. Thereby the manifold shall stay in original condition regarding the length and diameter.

Intake socket
Additionally the following intake sockets may be used:
- Intake socket Polini membrane 24mm (thereby the Polini membrane shall be used unmodified)
- Intake socket Polini 24mm (rotary slide)
-

The edge at the exit intake manifold may be removed.

Carburettor
Additionally the following carburettor may be used:
- carburettor Dell' Orto PHB 24mm

Air filter
Type and realization of the air filter can be chosen freely. An air filter can also be resigned. Sinkholes are also allowed.

Ignition and fan propeller
Only original ignition components or appropriate original replicas of those shall be used, that means no ignitions with variable ignition timing, no inner rotor ignitions, additional models, or similar.
PK/ electric starter flywheel without metal starter rings are accepted.
Calibrated flywheels with a minimum weight of 1.600g are accepted.
In either case the propellers need to stay in the original shape.
HP4 fan propellers are not accepted. The ignition needs to be obstructed including the existing light coil (wrapped).

Dampers
Freely available dampers are accepted.
(except custom made and/ or prototypes)

The height of the vehicle may be adjusted by extending or shortening the dampers.
Requirements of 3.1.5 shall be considered.

Brakes
Additionally the following brake components may be used:

- Disc brake in the front in partly or fully hydraulic performance
- Brake pipe and pump can be chosen freely
- Brake disk max. diameter 200mm; producer can be chosen freely
- Brake calliper mount can be chosen freely
- Brake calliper can be chosen freely
- Brake pad can be chosen freely

Requirements of 3.1.5 shall be considered.

3.2.6 Class 6 Street Racer

General street racer regulation
The whole purpose of this class is to bring street vehicles to the race track in a sporty kind of way.

Cylinder
Cubic capacity shall be between 50-311ccm

Further technical regulation
The scooter shall meet the general technical regulation of chapter 3.1

3.2.7 Class 7: Pitbike class

This pitbike class is divided in two classes of cylinder capacity

K7 small < 160ccm: Pitbike 4-strokes up to 160ccm

K7 large < 190ccm: Pitbike 4-strokes up to 190ccm

All pitbikes shall follow the following rules:

Frame
The original, from the producer used frame shall be used, and shall not be modified.

Brakes
Front and rear break shall be mounted in a technically perfect condition and shall function.

Engine
Original or identical engine.
Modifications are allowed.
Only 4-strokes allowed.
Cylinder capacity max 160ccm in K7-small, max 190ccm in K7-large
(Using air or only pure water for cooling is accepted)

Volume
The guidelines for maximum volume on the racetracks apply.
(Often it is, Max 95dB driving noise measured after DIN/ISO: 1,2m height with a distance of 7,5m)

Tyres
Max 12 inch
Remaining parts can be chosen freely

General requirements of 3.1 shall be considered

3.2.8 Class 8: Moped, Autocycle (Mokick), Mofa Class
In this class mopeds, mokicks and mofas can be driven on the racetrack.

Frame
Frames used, need to be sufficiently dimensioned to the power of the engine.
For modifications or self-made frames please clarify this **in advance** via
www.rules@eurochallenge.de

Brakes
Front and rear break shall be mounted in a technically perfect condition and shall function.

Engine
2strokes engine up to max. 90ccm
4strokes engine up to max. 150ccm

(Using air or only pure water for cooling is accepted)

Volume
The guidelines for maximum volume on the racetracks apply.
(Often it is, Max 95dB driving noise measured after DIN/ISO: 1,2m height with a distance of 7,5m)

Tyres
Max. 17inch wheels
Tyres can be chosen freely.
The rim-tyre combination needs to be chosen properly.
Remaining parts can be chosen freely
General requirements of 3.1 shall be considered