Official Regulations 2026-V1.2

of the European Scooter Challenge

IG in DMV e.V.

V1.2 – January 2026

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1 General Regulations

These regulations apply to all races held as part of the European Scooter Challenge 2026.

1.1 Requirements for Race Participation

Start number assignment, registration of vehicle and rider, as well as entry are done online on the ESC website http://www.eurochallenge.de

IMPORTANT: For participation in the race, it is MANDATORY to reserve a start number in advance on eurochallenge.de. This can be easily done online within a few minutes.

1.1.1 Participants

Any person from the age of 14 may participate, provided that the person's riding skills have been verified by the event director and the person has been approved to start. Riders under 16 years of age can initially only participate in Class 6 after being assessed by a committee member on the day before the event. If the riding skills of the "young starter" are deemed insufficient, they will not be allowed to race and the entry fee will be refunded.

Riders under 18 years of age may only ride in the presence of a legal guardian.

1.1.2 Entry and Racing Accident Insurance

Entry
To participate in an ESC race, you must enter. Entry for a race is done online via the ESC website in advance (at least 14 days before race day), the entry fee for one racing class is 120€.

Late entrants also have the option of making a late entry on the day before the race directly at the track, but not at the discounted online entry rates. The entry fee for late entry on site is 140€.

IMPORTANT: Even with on-site entry, it is MANDATORY to reserve a start number in advance on eurochallenge.de.

The entry fee for a second class is 65€. You may not enter two classes that start together.

The online entry is only valid and complete when the payment is received 14 days before the race day (e.g., race day Saturday = payment received by Friday 14 days before race day by 23:59).

If the amount for online entry is not received on time, the online entry is considered incomplete. In this case, a late entry on site will be necessary. The late entry is made without consideration of the amount paid late during online entry. This will be refunded without deduction after the event.

The payment details will be sent to you by email after entry on eurochallenge.de. There is no refund of the entry fee in case of non-participation.

Transponder
The ESC has about 90 AMB orange transponders available for participants. The fee for maintaining the timing system can be paid per race (35€ per event, to be transferred with the entry fee) or for the whole year at the ESC when transferring the first entry fee (65€ for all events of the year).

If a participant wishes to use their own transponder, it should be an AMB / Mylaps MX transponder (orange).

If a participant from previous years can present a functioning transponder, they will receive a transponder from the ESC free of charge as a loan for the event.

In case of destruction or loss of a loaned transponder, replacement must be provided. Costs of approximately 500€ should be expected.

Free Participation for Newcomers K1-K6
First-time participation in an ESC race is free for newcomers. This only applies if the pilot has never competed in an ESC race before.

In this case, late entry on site is recommended, but the start number MUST be registered online in advance. See 1.1.3.

Classes K7 & K8 are excluded from this regulation.

Racing Accident Insurance
Racing accident insurance is mandatory for every ESC participant. Each race participant must prove on site either DMV membership or the conclusion of another racing accident insurance. Alternatively, a daily insurance through the DMV can be purchased at each race on site.

Please also enter your emergency contact in your profile on eurochallenge.de.

Signature on Site
The vehicle inspection (see Technical Inspection) and the acknowledgment of the legal framework required for race participation by signature are regularly done on the day before the race on site; after consultation with the organizer, this may also be possible on race day.

1.1.3 Start Number Assignment

Start numbers are assigned based on the class in which you start and are generally three digits.

Example: A starter in Class 1 "Scooter GP Limited" needs a start number starting with 1xx. A starter in Class 6 "Street Racer" needs a start number starting with 6xx.

Start number assignment is done exclusively via http://www.eurochallenge.de

IMPORTANT: For participation in the race, it is MANDATORY to reserve a start number in advance on www.eurochallenge.de.

Procedure for start number reservation:

1) At the beginning of the year, already assigned start numbers are reserved for a certain period so that each rider can secure their start number. After this time, unsecured start numbers are released again.

2) For all new riders: Register on www.eurochallenge.de, then create a new start number in the "Start Numbers" section.

1.1.4 Technical Inspection

The racing vehicle as well as the protective clothing must be in race-worthy condition. In addition to compliance with class-specific regulations, the safety of the vehicles is also checked. This is done as part of the technical inspection on site.

Modification requests, special permits, and/or the use of potentially non-regulation-compliant components must be submitted to the ESC committee for technical review or approval in good time before registering for a race.

If one or more of the requirements listed in these regulations are violated, the vehicle cannot be admitted to the race. If the violation only becomes known during or after a race (e.g., through Parc Fermé, see 2.2.3), this leads to a penalty determined by the ESC committee and the organizer (ban from race participation, deletion of championship points, etc.).

For technical inspection, the organizer is provided with a class-specific checklist by the ESC IG.

Since the 2017 season, the scope of technical inspection has been extended to include a brake pad check of the front brake and a check of safety equipment (helmet, racing suit, boots, gloves, and back protector).

1.2 Racing Classes

Class 1: Scooter GP Limited powered by Parmakit
Smallframe racing with sophisticated technology and medium to high financial investment. The regulations allow great freedom in chassis, frame, and engine. Technical details see 3.2.1

Class 2P: Proto Open
Class 2P Proto Open was newly integrated into the ESC in 2020. It is intended to offer powerful endurance scooters or street scooters the opportunity to compete within the ESC. This class is exclusively for experienced racing riders. In this class, starting is only permitted with the approval of the ESC committee. Clarify by email to info@eurochallenge.de at least 3 weeks before the first race. Technical details see 3.2.2

Class 3: Largeframe GT
Largeframe racing with reliable technology and low financial investment. Good for beginners. The use of nearly uniform material is intended to ensure equal opportunity and thus highlight the skills of the riders. Technical details see 3.2.3

Class 4: Smallframe Corse "Trofeo Parmakit Challenger"
This class will no longer be raced from 2025. Riders of this class start with their unchanged vehicles without disadvantages in Class 1.

Class 5: Smallframe GT classic (formerly "Einheitsklasse")
Smallframe racing with reliable technology and relatively low technical and financial investment. Good for beginners. The use of nearly uniform material is intended to ensure equal opportunity and thus highlight the skills of the riders. Technical details see 3.2.5

Class 5: Smallframe GT neo
Class 5 with more powerful cylinder and exhaust as a 2025 relaunch. Technical details see 3.2.6

Class 6: Street Racer
Manual scooter racing with any scooter, especially for beginners to get a taste of track racing. The regulations allow great freedom in chassis, frame, and engine to enable as many riders as possible to get a taste of manual scooter racing.

To keep the class attractive for beginners, the following applies to pilots:

- Riders who start in this class may not start with a scooter of the same type (SF, LF, Lamy) in another class on the same ESC weekend.
- Riders who have been on the championship podium in an ESC class other than this one (K6) in the past 5 years may not compete in this class.
- Riders who have won the championship in this class two years in a row may not start with a scooter of the same type (SF, LF, Lamy) in this class for two years afterwards.

Technical details see 3.2.7

Class 7: Pitbike
In this class, pitbikes are offered a platform within the European Scooter Challenge in two divided performance classes: <160cc 4-stroke and <190cc 4-stroke. Technical details see 3.2.8

Class 8: Moped, Moped & Mofa Class
In this class, mopeds, mopeds, and mofas are offered a platform within the European Scooter Challenge. Technical details see 3.2.9

2 Execution

2.1 Schedule

The following event blocks must be adhered to by the organizers, but the times are only a recommendation. The goal for organizers must be to offer riders as much track time as possible.

Race Day:
The schedule shown here is optional for the organizer as a guideline. The organizer decides based on the advance entries of the respective racing classes how the schedule and blocks are divided. It is also possible to divide into 3 blocks.

8:00 AM - Rider briefing
8:30 to 10:00 AM - Free practice
10:00 to 10:30 AM - Qualifying Block 1 (Classes depending on field)
10:30 to 11:00 AM - Qualifying Block 2
11:00 to 11:30 AM - Qualifying Block 3
11:30 to 12:00 PM - Qualifying Block 4
Lunch break (not longer than mandatorily required by track operator)
1:00 to 1:20 PM - First Race Block 1
1:20 to 1:40 PM - First Race Block 2
... (continuing pattern for all race blocks)

If at least 15 minutes of track time remain after the last race, the ESC will suggest an endurance race, best of all race, or other track time for participants.

2.2 Race Procedure

2.2.1 Before the Race

Line-up at Pre-Start
The line-up at pre-start corresponds to the starting grid (see 2.2.2). Participants of the first race of the event must arrive at pre-start in good time before the race starts. For all subsequent races, participants must arrive at pre-start at the latest before the end of the race of the preceding class. Late participants must start from the back.

Double starters whose races take place directly one after another must go directly to pre-start of the following race after the end of their first race.

It is assumed that each pilot knows who is in front of or behind them and positions themselves accordingly in the pre-start line-up. A final check of the line-up is carried out by race control.

Warm-up Lap:
Overtaking is not allowed during the warm-up lap and you may not leave the track. In dry conditions, one warm-up lap is driven. In damp to wet conditions, two warm-up laps are driven if necessary.

2.2.2 Race

Starting Grid
After completing the warm-up lap, riders arrive at the start. The best time in the timed qualifying/training determines the starting position for the first race. The starting position for each subsequent race corresponds to the finishing order of the previous race.

If multiple classes start together in one block, the line-up is class-independent/mixed.

If participation in timed qualifying/training is not possible, the participant must start from the back in the first race. If a race could not be finished, e.g., due to a technical defect, the participant must start from the back in the following race.

When pilots retire/are disqualified, their starting positions are not filled.

It is indicated by a red flag in front of the starting field that the starting grid is not yet complete. Once the red flag is removed, the start is imminent.

Technical problems must be indicated to the race director with clear hand signals. If fixing the problem would significantly delay the start of the race, the participant must leave the track and the race will start without them.

Start and Race Procedure
Races are always started by traffic light start. Only if there are technical problems with the traffic light system may a flag start be used as a fallback.

The function of the traffic light system must be explained during the rider briefing.

Three scoring races are held in 10 minutes + 2 laps mode.

Handling False Starts:
Documentation by marshals (if possible by video recording), focus on the first starting rows. In case of a false start, the race is aborted and the person(s) who caused the false start must start from the last starting position in the restart (order for multiple false starters is derived from the order of false starts; the first to false start stands at the very back). Anyone who causes two false starts in one race may no longer participate in that race.

Race Abort and Continuation:
If the race abort occurs after a race duration of at least 7 minutes, the race is considered complete and is fully scored. The lap before the race abort is used for scoring.

The rider who caused the race abort is not scored.

If the race abort occurs after less than 7 minutes of race time, the race will be continued afterwards. In this case, the lap before the race abort is used for the starting grid. If the race is aborted before the completion of the second lap, the qualification starting order is used. Time gaps are not considered unless they amount to more than one lap.

Penalties for Excessive Aggression:
ESC organizers will impose time penalties or grid position changes at their discretion for excessive aggression and/or unsportsmanlike conduct on the track. This rule applies from the first free practice to the last race of an ESC weekend.

Finish Line Crossing:
To be scored in the daily or championship standings, the respective participant must cross the finish line at the end of the race under their own engine power. Pushing the vehicle across the finish line at the end of the race is not permitted.

2.2.3 After the Race

Parc Fermé
After each ESC race, the respective ESC organizers and/or the ESC technical commission may send up to 5 vehicles per class to Parc Fermé for inspection.

If a rule violation is discovered during the check, the affected rider is excluded from scoring for the respective race day and receives no ESC championship points for that day. The ESC IG reserves the right to impose further sanctions.

Furthermore, in general: Every participant in a race within the ESC must independently prove the regulation compliance of their scooter to the respective organizer and ESC technical commission at any time upon request.

2.2.4 Protest

A protest regarding inappropriate behavior on the track must be reported to race control immediately after the incident; further action will be investigated on a case-by-case basis and decided individually by race control.

A protest regarding non-compliance with regulations must be submitted in writing to the organizer on race day. An additional protest deposit of 50 EUR must be paid. If the suspicion is confirmed, the protester gets their money back; if not, the 50 EUR goes to the ESC IG.

2.2.5 Additional Regulations

The race direction provided by the organizer must speak German and/or English.

2.3 Scoring

2.3.1 Drop Scores

There are no drop scores; therefore, all ESC races count towards the championship standings.

2.3.2 Daily Winner Scoring

All classes have a daily winner scoring. For daily scoring, in case of a tie, the position in the last race is decisive.

Only one class can be scored per race, i.e., you cannot receive points for two classes at the same time in a single race.

2.3.3 ESC Championship Scoring

All 8 listed classes have a championship scoring. Every regularly held race of the season is scored.

In case of a tie in points and positions, the fastest laps of the races in which both riders participated are compared. The rider with the faster total time has the better position.

Only one class can be scored per race.

2.3.4 Points System

Three scoring races are held per class. The first 15 riders in each class receive points per race:

1st Place - 25 Points
2nd Place - 20 Points
3rd Place - 16 Points
4th Place - 13 Points
5th Place - 11 Points
6th Place - 10 Points
7th Place - 9 Points
8th Place - 8 Points
9th Place - 7 Points
10th Place - 6 Points
11th Place - 5 Points
12th Place - 4 Points
13th Place - 3 Points
14th Place - 2 Points
15th Place - 1 Point

You receive points in an ESC race if you have no more than 3 laps behind the winner of the respective race, cross the finish line, and have not been disqualified by race control for racing or technical reasons.

3 Technical Regulations

Each regulation made here is valid for all classes. Additionally, there are class-specific regulations that allow further modifications in addition to the restrictions and rules mentioned here.

3.1 Cross-Class Regulations

3.1.1 Classes

Conforming vehicles from Class 5 are automatically approved for Class 1.

3.1.2 General Technical Setup

The scooter must not leak transmission oil or fuel.

Changing the complete engine during race day is permitted as long as it meets the requirements of the respective class and the change has been approved by the respective race direction.

Processing and replacement of other engine components is permitted unless restricted by other regulations.

All parts of the scooter must be well secured so that nothing can come loose in case of a crash.

The scooter must generally comply with the regulations of the tracks. Most tracks have a noise limit that must be determined and observed by each rider. (Usually the noise limit is 95dB drive-by noise according to DIN ISO measured at 7.5m distance, 1.2m height)

The same rules apply to Classes 7 and 8 for the respective vehicle specification.

3.1.3 Fuel/Tank

Only conventional fuel available at a public car gas station is permitted.

The use of N2O is prohibited. The use of AVGAS is prohibited. The use of special fuels is prohibited.

The tank must have an accessible fuel tap. The "closed" position must be clearly marked with "closed" or "off".

The tank must be in the original position, but it does not have to be the original tank.

3.1.4 Tires

All commercially available tires are permitted in all classes as long as the official gross retail price is below 150 EUR.

The use of tire warmers is not permitted in any 10" class.

The rim diameter in Classes 1-6 may not exceed 10 inches.

All 10" rims are permitted, including those made of other materials, one-piece or two-piece; tubeless rims are strongly recommended.

For Class 7: maximum 12-inch wheels. For Class 8: maximum 17-inch wheels.

3.1.5 Brakes and Shock Absorbers

The scooter must have two independently functioning brakes. The pad thickness must be sufficient for safe operation. The components of the brake system must not be damaged. For hydraulic brakes, there must be no leakage and the brake fluid must be fresh enough or suitable for use (as high a boiling point as possible; dry boiling point of 260° may already be too low!).

The vehicle must have two intact shock absorbers. The shock absorbers must be attached indirectly, but not directly, at the original positions provided for this purpose on the frame.

The same rules apply to Classes 7 and 8.

3.1.6 Frame

The frame of the scooter used must not be bent.

There must be no sharp edges or corners.

An original Piaggio/Lambretta or an official licensed frame must be used.

The frame tunnel, rear frame, leg shield, and the original steering tube including the bearing seat on the frame must remain in their original external form. The sheet metal parts of the scooter must consist entirely of sheet metal; drilling holes or "riddling" the sheet metal is generally no longer permitted from the 2025 season. Additional reinforcements are permitted. The wheelbase of the scooter may not be changed by modifications to the chassis/frame.

Conversion to flip-rear by cutting off the original sheet metal brackets is generally permitted. The original space below the tank must remain unchanged in volume. The original shock absorber mount must be retained.

The minimum width of the leg shield and footboard is 32cm for Smallframe and 40cm for Largeframe. The minimum width applies from 5cm below the upper steering head bearing (15cm below for Largeframes) continuously to the level of the original position of the rear footboard reinforcement.

It must be a frame from manual scooters, not automatic (e.g., PK50 Automatika).

The same rules apply to Classes 7 and 8 for the respective vehicle specification.

Ventilation openings that do not change the identity of the scooter as a scooter are permitted. "Riddling" all surfaces is not permitted.

3.1.7 Steering Column/Fork

For Vespa and Lambretta, all Piaggio single-arm swingarms 10 inch and Innocenti, SIL, Serveta 10 inch forks are permitted.

The steering column or handlebar/chassis must have a functioning steering stop. The free steering angle should not exceed that of the original steering stop.

Modifications to compensate for track offset or to enable mounting in the intended frame are permitted ("shortening top/bottom").

From the 2027 season, a fender is mandatory. The type of fender is free.

For Classes 7 and 8, the existing steering stop and the associated non-extended steering angle also apply.

3.1.8 Handlebar

The handlebar of the vehicle must be an original Piaggio manual scooter handlebar or its large-scale reproduction made of steel or cast aluminum (e.g., LML). Custom fabrications are not permitted. The core piece in the middle of the handlebar must remain on a width of at least 25cm and the grip tube mounts must remain in their original axis. The handlebar must be bolted in the original position provided for this purpose. Conversion to a drop bar by bending the handlebar downward in the horizontal plane is permitted. For optical and safety reasons, the handlebar must be covered. "Scooter look".

The routing of the cables must be designed so that you cannot get tangled in them in case of a crash. If a quick-action throttle is used, its cable outlet must run parallel to the throttle tube.

The same rules apply to Classes 7 and 8 for the respective vehicle specification.

Handlebars that were demonstrably used in the 2023 and/or 2024 seasons and do not comply with these rules may be used unchanged in the 2025 season.

3.1.9 Seat

The seat can be freely chosen. The seat must have a secure attachment to the frame; a pure plug connection is not permitted.

The same rules apply to Classes 7 and 8 for the respective vehicle specification.

3.1.10 Engine Case

The engine case must be intended for the respective model range being raced, i.e., Smallframe cases in Smallframes, Largeframe cases in Largeframes, etc.

The original engine mount on the frame must be used without modification of the position.

The mounting point and shaft distances on replica cases must correspond without restriction to those of the original cases in all classes.

It must be a manual transmission engine, not automatic (e.g., PK50 Automatika).

The oil drain screws must be wired together so that they cannot loosen on their own.

For Classes 7 and 8, the wired oil drain screw also applies, unless an equivalent factory safety device exists and is present.

3.1.11 Cylinder

The engine and cylinder must be intended for the respective model range being raced, i.e., Smallframe cylinders in Smallframes, Largeframe cylinders in Largeframes, etc.

Any foreign cylinders are not permitted.

The cylinder must be designed for the respective engine series and be freely available in larger quantities (at least 20 pieces).

The cylinder must use the original bolt pattern of the engine block studs for cylinder mounting; studs must be continuous. Adapter plates are therefore not permitted (exception Class 2Proto and Class 6).

Generally, no water-cooled engines are permitted. Exception: K2Proto as well as K7 & K8. Coolant may only contain water.

No exhaust valve control is permitted.

No auxiliary units of any kind are permitted, e.g., hybrid drive combined with electric motor.

For Classes 7 and 8, the class-specific regulations apply, including water-cooled cylinders with exhaust valve control, which must be operated exclusively with pure water as coolant (without glycol or other additives).

3.1.12 Transmission

The transmission regulations are to be taken from the individual classes.

In Class 2Proto, the transmission is unrestricted.

For Classes 7 and 8, the class-specific regulations apply.

3.1.13 Electrics

All lenses must be taped over or removed.

A tethered kill switch is mandatory; the mounting position is unrestricted. The kill switch must be connected to the body and function without restriction on every vehicle throughout the entire weekend.

If the switch is tampered with, the rider is excluded from the event until repaired.

The same regulations apply to Classes 7 and 8.

3.1.14 Spare Scooter

The scooter that passed technical inspection is to be used for all races of the respective class on race day; a spare scooter is not permitted. Only one scooter is allowed per rider per class.

Changing the scooter during the season (between two events) is permitted.

For Classes 7 and 8, the class-specific regulations apply.

3.1.15 Protective Clothing

The rider must have a minimum of appropriate protective clothing, defined as follows:

- Motorcycle leather pants and motorcycle leather jacket or motorcycle leather suit, each with protectors
- Motorcycle textile suit with sufficient protectors or protector shirt (motocross)
- Full-face helmet (open helmets without chin protection, such as jet helmets, are not permitted) – DD helmet closures are strongly recommended – ratchet closures can open unintentionally
- Motorcycle boots
- Motorcycle gloves
- Spine protector

Spark-producing knee sliders are not permitted.

The protective clothing must be in functional condition; large-scale "repairs" with tape are not permitted.

The same regulations apply to Classes 7 and 8.

3.2 Class-Specific Regulations

3.2.1 Class 1: Scooter GP Limited powered by Parmakit

Frame
All Vespa Smallframe frames are permitted. The leg shield must have a minimum width of 32cm, measured 5cm below the height of the upper steering bearing, at the height of the lower steering bearing, and at the height of the brake pedal. The material of the leg shield and footboard is freely selectable but must in any case have the necessary stability. "Springing" or "folding down" is not permitted.

The rear frame may be removed and replaced. The tank and tank position are free.

Steering Column/Fork
The steering column/fork may be freely chosen. Requirements from 3.1.7 must be observed.

Handlebar
Handlebar, levers, grips, steering/shift tubes, controls are freely selectable and modifiable.

Engine Case
In addition to the original engine cases, the following are permitted: SIP, Quattrini C1, Parmakit, Pinasco, Falc (see document for specific part numbers).

Cylinder
Maximum piston diameter: 58mm, as well as factory-intended oversizes. The exhaust must be one-piece; no webs and "teeth" are permitted. The cylinder kit may be machined.

Only the following direct-intake cylinders with one-piece exhaust may be used: Polini 140.0051/L, Pinasco 25031798 135cc Zuera SRV, Malossi MK1/MK4 136 cast iron, Parmakit W-Force 58x51, Parmakit ECV.

Cylinder Gaskets/Spacers
Base gasket: Freely selectable | Base spacer: Freely selectable | Head gasket: Freely selectable | Head spacer: Freely selectable

Crankshaft
Maximum stroke: 51mm, connecting rod unrestricted.

Clutch
The clutch may be freely chosen.

Transmission & Gearing
The transmission may be freely chosen in terms of ratio and number of gears. Requirements from 3.1.12 must be observed.

Exhaust System
The exhaust system may be freely chosen.

Intake Manifold
The intake manifold may be freely chosen.

Carburetor
The inside diameter of the carburetor may not exceed 30.3mm in the slide area.

Air Filter
Type and design of air filter may be freely chosen. An air filter may also be omitted.

Ignition & Fan Wheel
Ignition and fan wheel may be freely chosen.

Shock Absorbers
Shock absorbers may be freely chosen. Requirements from 3.1.5 must be observed.

Brakes
A fully hydraulic disc brake at the front is mandatory. Requirements from 3.1.5 must be observed.

EGIG170 Kit
From the 2025 season, an ESC-EGIG-170 kit is permitted in Class 1. The kit consists of: EGIG170 cast iron cylinder, EGIG 30mm intake manifold, 51mm stroke crankshaft for original case, exhaust selectable from Python, Mamba, Unisex, Superbanana Sport, Taipan (each in steel).

If a vehicle deviates from these restrictions (e.g., larger carburetor, more stroke, or milled exhaust), it races in Class 2.

3.2.2 Class 2: Proto-Open

This class is for racing riders seeking track time with their endurance scooter and for those who don't have a suitable vehicle for Classes 1/3/4 or 5 but would like to have fun at the ESC. It is mandatory to demonstrate racing track experience with a Vespa.

For first-time participation, the ESC committee will decide on a start in advance, at the latest on the day before the race. Before registration on the website, submit a written "application" for approval to info@eurochallenge.de.

Generally, all components and parts may be freely reworked within the framework of the general and class-specific regulations.

Frame: All Vespa Smallframe, Vespa Largeframe, and Lambretta frames are permitted. Additionally, the Crimaz Indy 1.0 frame is permitted in this class.

Engine Case: All original Piaggio, LML, Bajaj, Innocenti, and Serveta engine cases are permitted. All replacement engine cases are also permitted as long as original shaft distances are maintained.

Cylinder: Freely selectable. Water-cooled cylinders are also permitted in this class. Coolant may only contain water (no additives!).

Special Proto-Open Regulations:
- Smallframe: Displacement must be ≤252cc
- Largeframe: Displacement must be ≤306cc
- Lambretta: Displacement must be ≤351cc

A fully hydraulic disc brake at the front is mandatory.

3.2.3 Class 3: Largeframe GT

General Largeframe GT Regulation:
Basically, only all original Piaggio & LML Largeframe engine components of the 80-150cc models and the components described in the general regulations Chapter 3.1 may be used, with the exception of the explicitly additionally permitted components mentioned below.

No further modifications may be made to the components other than those explicitly described ("out of the box").

Frame:
All Vespa Piaggio Largeframe frames (PX/T5/Sprint/Rally/Cosa/etc.) and their licensed builds are permitted. The minimum width of the leg shield and footboard is 40cm.

Engine Case:
The original Piaggio & LML 2-stroke Largeframe engine cases (80-150cc) as well as the corresponding Pinasco and Malossi PX125 rotary valve cases may be used. The RMS PX125 replica case is also permitted.

Cylinder:
All cylinders with single exhaust for 57mm stroke with 63mm bore made of cast iron with their originally supplied cylinder head are permitted. Only deburring of the cylinder is permitted. "K5 Rule".

Crankshaft:
All large-series rotary valve crankshafts with 105mm connecting rod and 57mm stroke, PX125 type, may be used.

Transmission & Gearing:
All original Piaggio and LML transmission components are permitted and may be combined – including those of the 200 series. The ratio may be freely chosen.

Exhaust System:
Permitted exhausts include: Simonini, Malossi, Polini, Pinasco, LeoVince, Sito, SIP Road, LTH, BGM, and all BOX exhausts similar to SIP and Polini with RRP up to 180€ and all "right-hand pressed sheet metal systems" similar to Simonini and Malossi with RRP up to 200€.

Carburetor:
Dell'Orto/Spaco Si 20/20D, Si 24.24E, Si 26.26E, Dell'Orto PHBH 28, PHBH 30 are permitted.

Ignition & Fan Wheel:
Original ignition components or corresponding original replicas may be used. All fan wheels designed for the PX/Cosa series with a minimum weight of 1600 grams are permitted. From the 2025 season, Vape ignitions with static timing and a rotor weight of 1660g are permitted.

Brakes:
A partially or fully hydraulic disc brake at the front is mandatory. Brake disc max. 200mm diameter. A disc brake at the rear is not permitted.

Black List:
Explicitly prohibited: HP4 fan wheel, variable ignition systems, lip & bell crankshafts, T5 engine block including parts.

3.2.4 Class 4: Smallframe Corse "Trofeo Parmakit Challenger"

Existing K4 vehicles start in Class 1; new kits are no longer issued.

3.2.5 Class 5: Smallframe GT classic (formerly Einheitsklasse)

General Smallframe GT Regulation:
The purpose of this class is to make manual scooter racing as technically simple as possible. The use of uniform material is intended to ensure equal opportunity and thus highlight the skills of the riders.

Basically, only all V50, PV, and PK original engine components and the components described in the general regulations Chapter 3.1 may be used, with the exception of the explicitly additionally permitted components mentioned below.

Vehicles that seriously violate the purpose of uniformity may be removed from scoring by the organizer even if they comply with the wording of the regulations.

Engine Case:
Only original Piaggio and LML engine cases are permitted, as well as their replicas with original shaft distances and original crankshaft width (e.g., SIP engine case is permitted – Quattrini is NOT permitted).

Cylinder:
Additionally permitted: Polini 130cc cylinder (Art.Nr. 14000500) & Polini Racing cylinder 130cc (Art.Nr. 1400050R), no dual intake. Only deburring of the cylinder is permitted. The squish band must be between 1.2 and 1.6mm.

Crankshaft:
Additionally permitted: Original crankshaft or freely available racing crankshafts with 51mm stroke and 97mm connecting rod. Crankshafts may only be used unmodified.

Transmission & Gearing:
Only the original 4-speed gears in combination with the original countershaft (58:10, 54:14, 50:18, 46:22 teeth respectively) may be used. Primary may be chosen between: 3.00 or 2.86.

Exhaust System:
Additionally permitted: Polini exhaust left (Art.Nr. 200.2025/S | Art.Nr. 200.2051/S) for PV or PK125.

Carburetor:
Additionally permitted: Dell'Orto PHB 24mm carburetor.

Ignition & Fan Wheel:
Only original ignition components or corresponding original replicas may be used, with a minimum rotor weight of 1390 grams. HP4 fan wheels are not permitted. Vape PK ignitions with static timing are permitted from the 2025 season without modifications "out of the box".

Brakes:
Additionally permitted: Front disc brake in partially or fully hydraulic design. Brake disc max. 200mm diameter.

3.2.6 Class 5: Smallframe GT neo

Basically, all regulations of Class 5 apply. Start numbers are chosen from the 500 series. For identification of "neo" vehicles, an additional certified sticker is attached to each start number.

As an upgrade class, only replacement of the cylinder and exhaust is planned here. The necessary adaptations of the engine case to the cylinder are permitted.

Cylinder: VMC GS135 cast iron with 58mm bore, Plug and Play as in Class 5.

Exhaust: VMC Siluro Sport Banane

The parts can be purchased at preferential prices through the ESC for racing purposes. If interested, please send an email to info@eurochallenge.de.

3.2.7 Class 6: Street Racer

General Street Racer Regulation:
The purpose of this class is to enable street vehicles to be driven sportily on the track and to give every interested rider the opportunity to race with what they have.

Frame:
All Vespa Smallframe, Vespa Largeframe, and Lambretta frames, including Crimaz Indy, are permitted. Frame modifications are free.

Engine Case:
The engine case is freely selectable.

Cylinder:
The cylinder is freely selectable between 50 and 311cc.

Carburetor:
The inside diameter of the carburetor may not exceed 30.3mm in the slide area.

Brakes:
A fully hydraulic front disc brake is free but expressly recommended.

Electric Scooters:
In Class 6, electric conversion kits in SF and LF chassis may be used; scoring of the scooters does not take place for now.

3.2.8 Class 7: Pitbike Classes

In this pitbike class, a distinction is made between 2 different displacement classes:
K7 small - <160cc Pitbike 4-stroke up to 160cc
K7 large - <190cc Pitbike 4-stroke up to 190cc

For all pitbikes, the following regulations apply:
Frame: The original manufacturer's frame must be used and may not be modified.

Brakes: Front and rear brakes must be installed and functioning in technically perfect condition.

Engine: Original or equivalent engine. Modifications may be made. Only 4-stroke permitted. (As coolant, only air or exclusively pure water may be used)

Noise: The specifications of the respective track operators apply. Max 95dB drive-by noise measured according to DIN/ISO.

Tires: Maximum 12 inches. Remaining parts are unrestricted.

3.2.9 Class 8: Moped, Moped & Mofa Class

In this class, mopeds, mopeds, and mofas can be driven on the racetrack.

Frame:
Frames adequately dimensioned for the power must be used. For modifications or self-made frames, this must be clarified in advance via rules@eurochallenge.de.

Brakes:
Front and rear brakes must be installed and functioning in technically perfect condition.

Engine:
2-stroke engines up to max. 90cc
4-stroke engines up to max. 150cc
(As coolant, only air or exclusively pure water may be used)

Noise:
The specifications of the respective track operators apply. (Usually max 95dB drive-by noise measured according to DIN/ISO)

Tires:
Maximum 17-inch wheels. Tires are freely selectable. The rim-tire combination must be chosen appropriately.

Remaining parts are unrestricted. General rules from Section 3.1 must be observed.

End of Document

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