



2017 Automatic Production Evo Class



Class of Scooter: All machines powered by a Piaggio air or liquid cooled 125cc or 180cc two-stroke engine, such as the Gilera Runner, Italjet Dragster, Piaggio Hexagon/Skipper/Typhoon, Aprilia SR and Scomadi (with cradle conversion).

Bodywork: Original standard bodywork to be used with the following exceptions:

- Aftermarket body kits can be used as replacement.
- Lights, switch-gear, mirrors, rear racks and number plate hangers must be removed.
- Front fairing can be drilled (max 25mm diameter holes) to allow cooling of air-cooled bodywork when fitting a liquid cooled engine, limited to area directly in front of the radiator and to its rear.
- Small original fitment front screens are permissible as on the Skipper and SR, all other machines can only use the Runner 50cc screen, not the taller 125cc version.

Handlebars: Original standard handlebars only with no alterations, fitted with 19mm ball-end levers. Quick action throttles allowed. No fitment of thumb chokes.

Seat: Original standard seat only, seat padding can be modified, removed or replaced.

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

Tyres and Wheels size: Any commercially available treaded tyre can be used (no slick or recuts). Tyre and Rim size must either be as per original fitment or with the following listed options:

- Gilera Runners can use front 12" rims, rear 12" or 13".
- Typhoon & Scomadi can use the above Gilera Runner size wheels
- Aprilia SR front 13", rear 12" or 13".
- Hexagon front 10", rear 10" or 11".
- Dragster front 11", rear 12" or 13".
- Skipper with single sided forks, both front & rear 10". Skipper with twin fork, both front & rear 12".

Mudguards: Either front or rear must be present if fitted as standard equipment.

Brakes: Machines fitted with a rear disc can be converted to drum to allow fitment of 12inch wheel giving better tyre choice (10"/11" rear wheeled scooters have to stay 10/11"inch) but front disc and calliper have to be of standard size as per original fitment, no floating discs. Master cylinders as original or changed only to the similar type on Gilera Runners; Grimeca / Hengtong or Chinese copy's. Dragsters can use Vespa PX front calliper's and rear Gilera Runner callipers instead of AJP if preferred. Any compound of pads and shoes can be used. Braided hoses are allowed. No steering dampers.

Engine: The Engine has to remain standard with no porting or materials added or removed, everything must be of bolt-on type.

Cranks 52mm or 54mm strokes only with rods of standard length at 105mm.

On any make of kit used, the squish for a 52mm crank has to be no less than 1.0mm and on a 54mm crank no less than 1.1mm.

Any aftermarket 172cc kit can be fitted but cannot be replated or rebored (eg. PM, Malossi, NGF or standard 180cc – air or liquid cooled).

Each kit piston must be used, no substitution with other kit pistons is allowed, nor can pistons be altered in any way. Standard heads that come with the kit must be used and cannot be modified, skull caps must remain standard.

Engine Cradle: Standard cradle or swing arm to remain (which is considered as the engine mounts) but the silent block can be moved and refitted elsewhere to aid exhaust fitment (eg. Aprilia SR can't get the PM59 exhaust on without moving its silent block (WHICH IS NOT THE ENGINE MOUNT)). Scomadi has to use the Frank Sanderson/Lambretta Innovations conversion cradle. Upgraded engine pivot bushes/mounts are allowed. Engine braces (TSAB) can be used and can be of any aftermarket type.

Electrics: Standard Liquid cooled or Air cooled electrics only, with no modifications. No aftermarket types or advance/retard systems allowed. Standard flywheel and CDI/coil to remain. Spark plug must be either NGK BR9es standard type or a similar grade from another manufacturer with resistor (no race plugs allowed). Engine kill switch must be wired to the horn button along with additional Lanyard operation. A minimum 4-amp battery must be fitted, even if not in use.

Exhaust: PM59, PM84 or a Scomadi PM59 for Scamadi with standard length mufflers. On some machines alteration to the silent block (eg SR) may be needed to fit the exhaust, it must be refitted in another place.

Fuel and Intake system:

Any reed valve can be used as long as it fits directly in to the standard recess without the need for a packer or modification. Reed Petals can be changed/uprated. Any aftermarket manifold can be used but without modification. Any carburettor make can be used up to 30mm diameter. Power jets are not allowed. All carbs must have air filters fitted.

Fuel to be maximum octane of 100LL (low lead), which includes AVGAS. No boosters or any type of additive whatsoever. All overflows to be caught in a catch bottle of suitable size.

Fuel tanks to be standard fitment. However, smaller ones can be repositioned in the under-seat bucket area (with bucket removed) but must be mounted securely. The fuel tap must remain easily accessible from the outside of the bodywork. Fuel tap must be marked ON/OFF. The fuel tap can be swapped for a fast-flow version.

Clutch:

Standard clutch and clutch bell. Torque spring and clutch springs can be uprated.

Transmission and Gears:

Standard Torque driver only.

Variator can be standard or Malossi type only, with only the standard fixed pulley half including electric start ring.

Drive belts can be of standard or Malossi type only.

Gear-up kits allowed but only on the secondary's eg. if a 125 gearbox is used only a 125cc upgrade gear of ratio 15/41 can be fitted. On a 180cc, an upgrade secondary gear of ratio 14/43 can be fitted. Standard primaries only are to be used, no double of gearing allowed. The 10" models are already up-gearred on the primaries from the factory because of the small wheels.

Gauges and Controls:

Any type allowed.

Note: Development of these new regulations is on-going throughout its inaugural 2017 season & therefore subject to change in order to promote continued fair competition.