

**DERBI**



**GP1 Racing** 125

**GP1 Racing** 250i



**85**

years of passion

## COMMON PROBLEMS - SOLUTIONS



**Escape from obstacles**



**Escape from traffic**



**Competitiveness**



**A fine balance between sportiness and comfort**



**Everything will be much simpler**



**Sporty emotions**

**GP1 Racing 125**

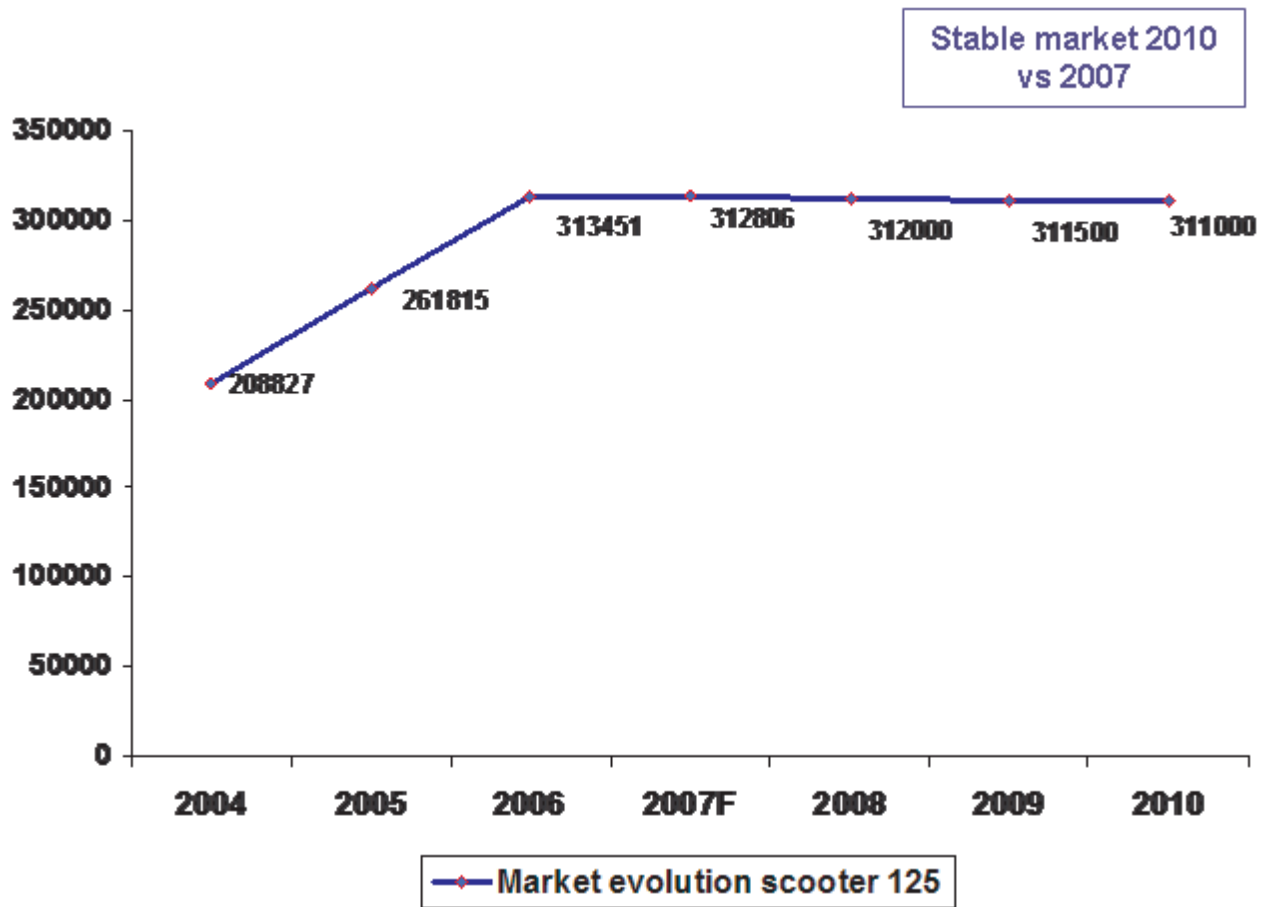


**GP1 Racing 250i**



## MARKET 125cc

The 125cc scooter market represents 51% of the total scooter market >50.  
Spain, France and Italy represent 76% of the 125 scooter market.  
The 125 cc scooter market is large and it is expected to be stable.



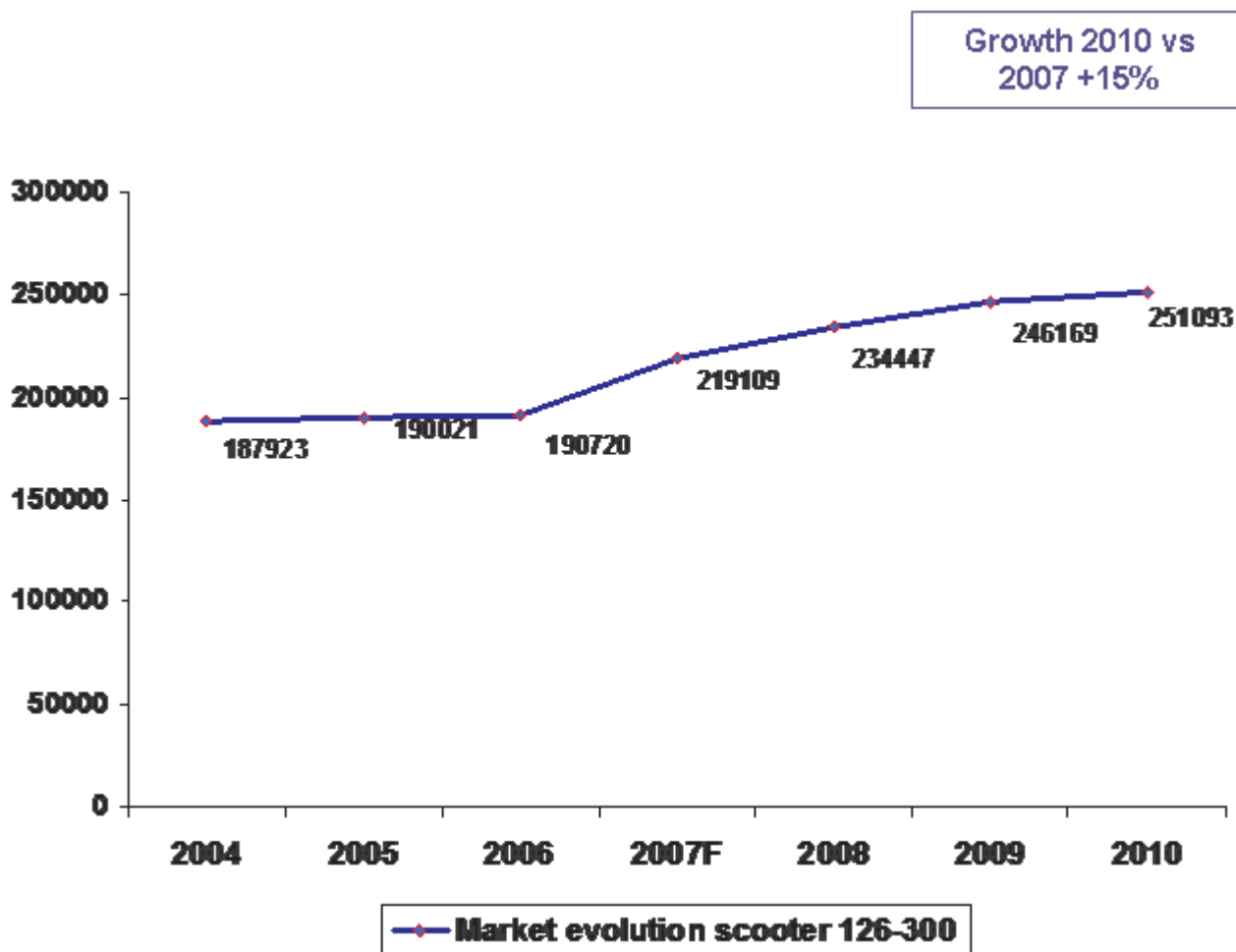
## MARKET 250cc

The 250cc scooter market represents 36% of the total >50 EU15 scooter market .

Italy represents 76% of this market with an increase of +10% vs 2006.

The biggest increase relative to August 2006 is Austria with +80% and France + 74%.

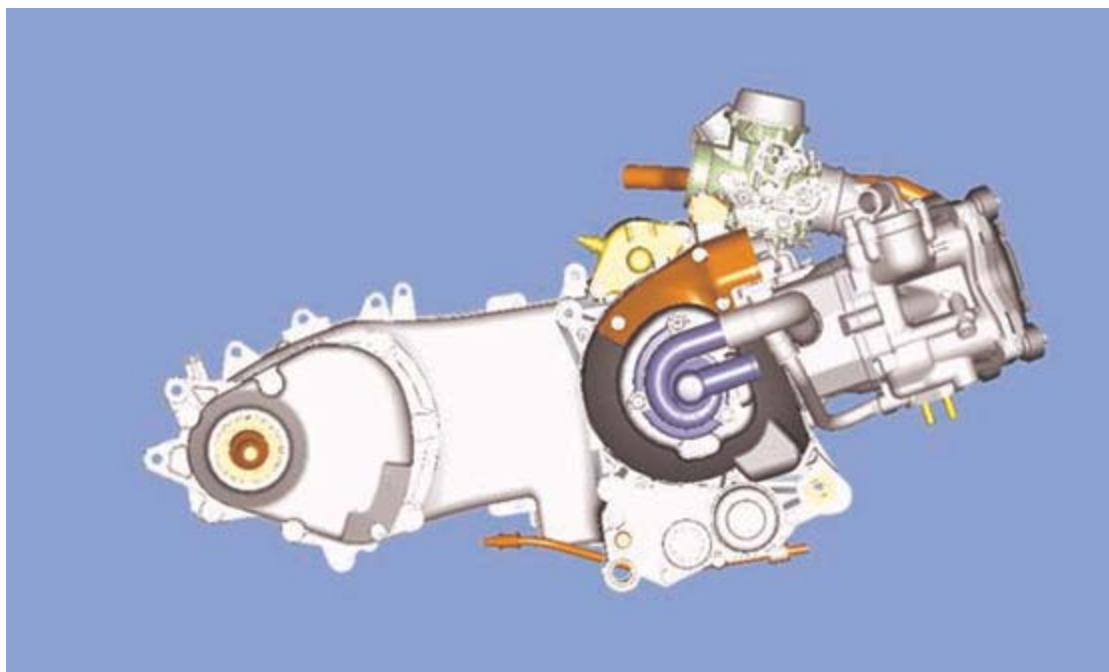
Overall, the european market shows an average increase of +34% for the 126-300 scooters.





## **MOTOR 125 4T LC Leader**

- Complies with the new European E3 regulation
- 4-valve engine to ensure smoother operation and enhanced performance
- Digital ignition control for reduced consumption
- Improved acceleration in the whole revolution range
- 13" front tire and wheel rim to reduce the gyroscopic effect and to improve agility
- Pivoting engine base linked to the frame by means of an articulated rod system with great torsion resistance for a more precise ride
- Engine power of 14.5 HP at 9500 rpm



## MOTOR 125 4T LC Leader

### Engine reference output

#### Maximum power

14.47 HP / 10.64 kW at 9500 rpm, at crankshaft

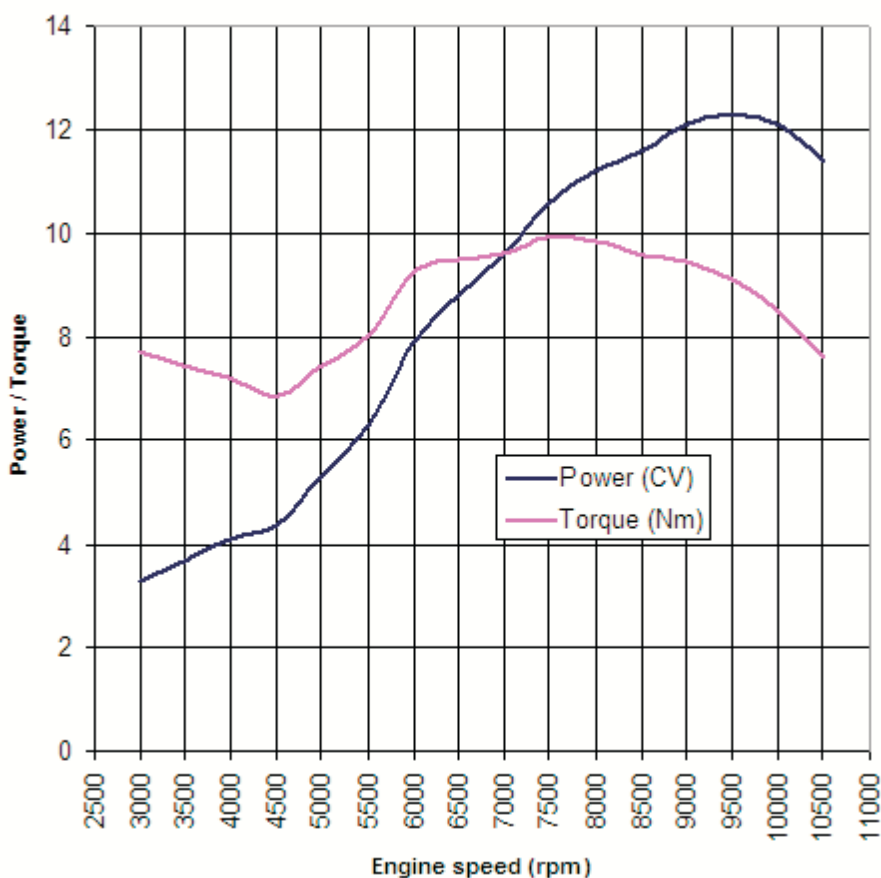
12.3 HP / 9.04 kW at 9500 rpm, at rear wheel

#### Maximum torque

1.19 kg\*m / 11.68 N\*m at 7500 rpm, at crankshaft

1.01 kg\*m / 9.93 N\*m at 7500 rpm, at rear wheel

Pollution Homologative Values    EURO 3



## GP1 Racing 125 Technical Features

<b>Engine</b>	Single cylinder 4T 4V LC EURO3
<b>Diameter x stroke</b>	57 x 48.6 mm
<b>Cylinder capacity</b>	124 cc
<b>Feeding</b>	Carburetor: Keihin CVK 306 B
<b>Cooling</b>	Liquid
<b>Kickstart</b>	Electric
<b>Compression connection</b>	12,5:1
<b>Fuel</b>	Unleaded gasoline
<b>Lubrication system</b>	Oil pump
<b>Ignition</b>	Electronic CDI
<b>Primary transmission</b>	Variator
<b>Clutch</b>	Centrifugal
<b>Front suspension</b>	Inverted hydraulic fork 35 mm Stroke 90 mm
<b>Rear suspension</b>	Double shock absorber Stroke 75 mm
<b>Front brake</b>	Self-ventilating disc Ø 245 mm
<b>Rear brake</b>	Self-ventilating disc Ø 220 mm
<b>Tires</b>	Front: 120/70x14" – Rear: 140/60 x 13"
<b>Battery</b>	12V 8Ah
<b>Maximum length</b>	1.914 mm
<b>Maximum height</b>	1.228 mm
<b>Maximum width</b>	800 mm
<b>Distance between axles</b>	1.374 mm
<b>Fuel tank</b>	11 L
<b>Height of seat</b>	800 mm
<b>Dry weight</b>	138 kg



## Features

- SPORTY AND COMFORTABLE
- PRACTICAL AND FUNCTIONAL
- IDEAL FOR URBAN RIDES
- EASY TO RIDE
- APPEALING ESTHETICS



## CLIENT TARGET GP1 Racing 125

### COSTUMER PROFILE

- Age 16-30
- Male / Female
- Middle social class
- Informal life style and with a youthful dress style far from classic
- Uses the motorcycle to go to college or work on preferably urban routes
- Prefers the racing esthetic but also values scooter functionality
- Values appealing colors and the design
- Looks for a comfortable and user-friendly scooter which also gives a racing feel
- Positively values the 4T engine performance



## **STRONG POINTS GP1 Racing 125**

### **ENGINE**

- New Piaggio engine, reliable, solid and with fast acceleration
- High performance and power: 14.5 HP at 9.500 r.p.m.

### **FRAME**

- Double-beam aluminum frame, which provides unique rigidity and unbeatable agility, with a handling precision that has no rival in the scooter sector

### **SUSPENSION**

- New rear suspension with adjustable preload shock absorber (5 positions) guarantees the best absorption of road irregularities.
- Inverted hydraulic fork featuring great rigidity as well as smooth and efficient operation.

### **BRAKES and TIRES**

- Improved braking due to radial brake calipers with four opposing pistons.
- Thickness of disc increased to improve resistance to high temperatures.
- Continental tires developed exclusively for this model which are perfectly adapted to any type of tarmac.

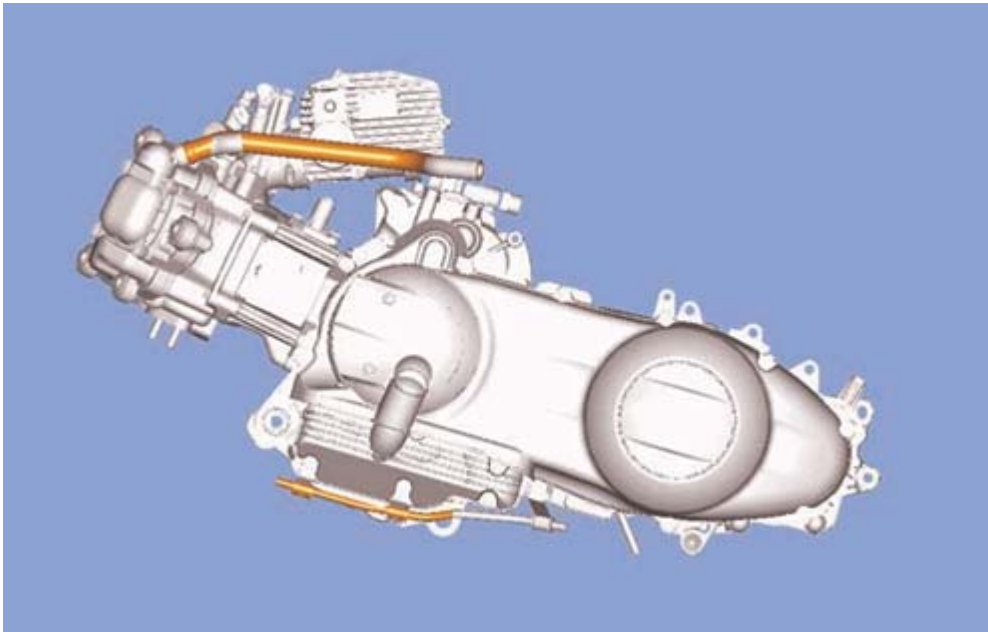
### **OTHER POINTS**

- Seat height lowered from 840 mm to 800 mm.
- Comfort of seat improved with new foam
- Riding position more ergonomic compared to the previous version (MY 2006, E2)
- Acceleration similar to scooters of greater displacement
- Central and lateral stand as standard



## **MOTOR 250 4T4V LC Quasar**

- Complies with the new European E3 regulation
- 4-valve engine to ensure smoother operation and better performance
- Injector body with integrated ECU
- Digital ignition control for reduced consumption
- Improved acceleration in the whole revolution range
- 13" front tire and wheel rim to reduce the gyroscopic effect and improve agility
- Pivoting motor base linked to the frame by means of an articulated rod system with great torsion resistance for more precise riding
- Engine power of 22.6 HP at 8500 rpm



## MOTOR 250 4T4V LC Quasar

### Maximum power

22.59 HP / 16.61 kW at 8500 rpm, at crankshaft

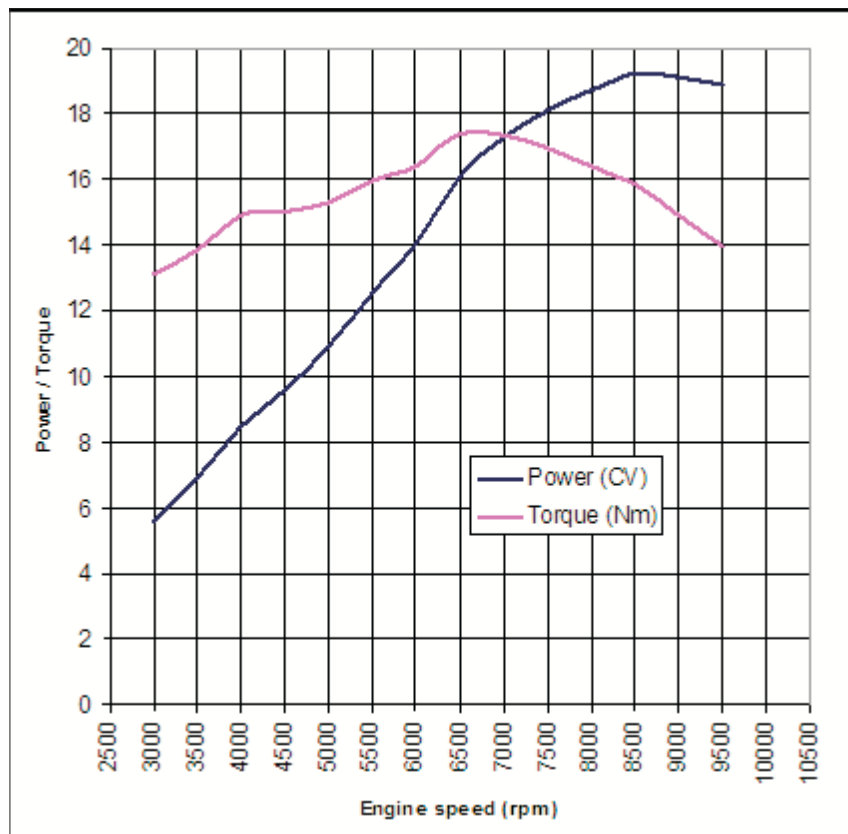
19.2 HP / 14.12 kW at 8500 rpm, at rear wheel

### Maximum torque

2.09 kg\*m / 20.47 N\*m at 6500 rpm, at crankshaft

1.77 kg\*m / 17.40 N\*m at 6500 rpm, at rear wheel

Pollution Homologative Values EURO 3



## GP1 Racing 250i Technical Features

<b>Engine</b>	Single cylinder injection 4T 4V LC EURO3
<b>Diameter x stroke</b>	72 x 60 mm
<b>Cylinder capacity</b>	244.29 cc
<b>Feeding</b>	Injection
<b>Cooling</b>	Liquid
<b>Kickstart</b>	Electric
<b>Compression connection</b>	10,5:1
<b>Fuel</b>	Unleaded gasoline
<b>Lubrication system</b>	Oil pump
<b>Ignition</b>	Electronic CDI
<b>Primary transmission</b>	Variator
<b>Clutch</b>	Centrifugal
<b>Front suspension</b>	Inverted hydraulic fork 35 mm. Stroke 90 mm
<b>Rear suspension</b>	Double shock absorber Stroke 75 mm
<b>Front brake</b>	Disc Ø 245 mm
<b>Rear brake</b>	Disc Ø 220 mm
<b>Tires</b>	Front: 120/70x14" – Rear: 140/60 x 13"
<b>Battery</b>	12V 8Ah
<b>Maximum length</b>	1.914 mm
<b>Maximum height</b>	1.228 mm
<b>Maximum width</b>	800 mm
<b>Distance between axles</b>	1.374 mm
<b>Height of seat</b>	800 mm
<b>Fuel tank</b>	11 L
<b>Dry weight</b>	139 kg



## Features

- SPORTY AND COMFORTABLE
- PRACTICAL AND FUNCTIONAL
- VERSATILE (IDEAL FOR URBAN AND INTERURBAN RIDES)
- EASY TO RIDE
- APPEALING ESTHETICS

## CLIENT TARGET GP1 Racing 250i

### CLIENT PROFILE

- Age 18-35
- Specific motorcycle permit (A2)
- Middle social class
- Male
- Informal life style and with a youthful dress style far from classic
- Uses the motorcycle to go to work with urban and non-urban routes
- Prefers the racing esthetic but also values scooter functionality
- Values appealing colors and the design
- Looks for a comfortable and user-friendly scooter which also provides a racing sensation
- **Positively values the 4T engine performance**





## **STRONG POINTS GP1 Racing 250i**

### **ENGINE**

- New Piaggio engine, reliable, solid and with fast acceleration
- Engine power of 22.6 HP with high performance and 8,500 rpm

### **FRAME**

- Double-beam aluminum frame, which provides unique rigidity and unbeatable agility with a handling precision that has no rivals in the scooter sector
- Engine-frame articulated rod system with improved torsion rigidity, providing more precision during route changes

### **SUSPENSION**

- New rear suspension with adjustable preload shock absorber (5 positions), which guarantees the best absorption of road irregularities without losing its sporty character

### **BRAKES and TIRES**

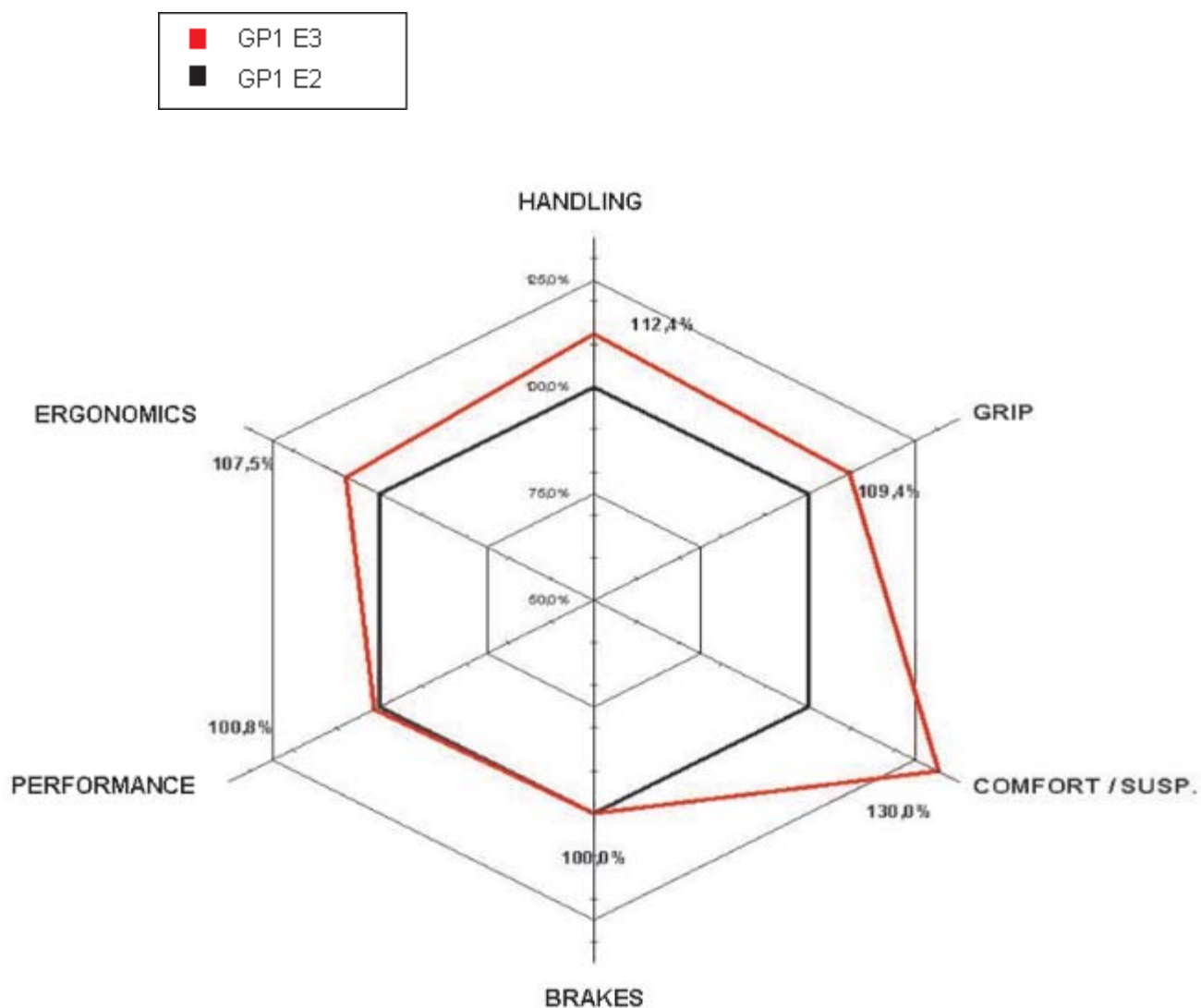
- Front disc of 245 mm with 4-piston radial brake calipers and rear disc of 220 mm. Powerful and balanced braking system
- Continental tires developed exclusively for this model, which adapt perfectly to any type of tarmac

### **OTHER POINTS**

- Seat height lowered from 840 mm to 800 mm.
- Comfort of seat improved with new foam
- Riding position more ergonomic compared to the previous version ( MY 2006, E2)
- Acceleration from 0 similar to motorcycles of greater displacement
- Central and lateral stand as standard



## IMPROVED ELEMENTS: GP1 Racing E3 VS E2



1. **Comfort:** + 30% compared to E2 version
2. **Tire grip:** + 9.4% compared to E2 version
3. **Ergonomics:** + 7.5% compared to E2 version
4. **Handling:** + 12.4% compared to E2 version

**COLORS AVAILABLE GP1 Racing 125**



**Ombú Black**  
Ref. E92G54E780

**COLORS AVAILABLE GP1 Racing 250i**



**Ombú Black**  
Ref. E92G55E780

**Adelfa Grey**  
Ref. E92G55E770

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**GP1 Racing** 125



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