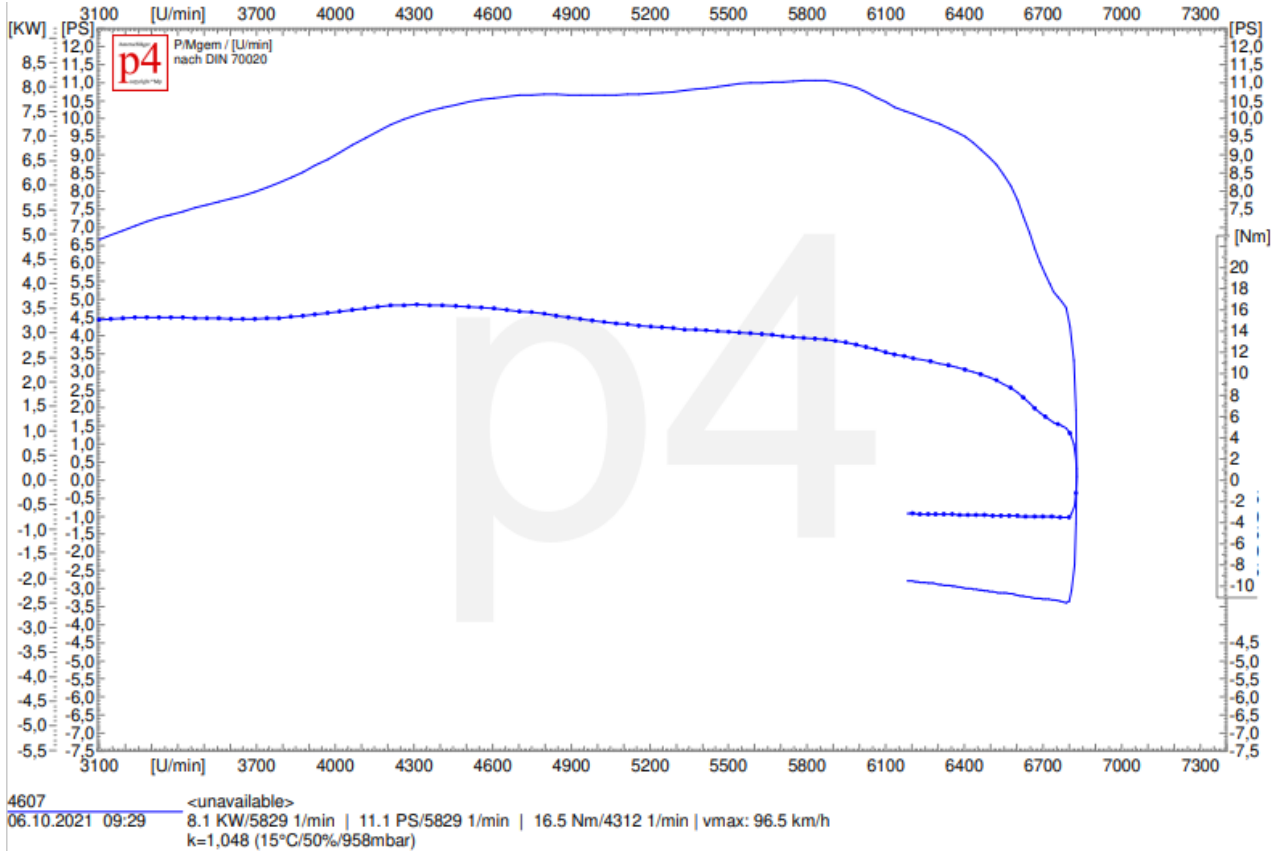




driver Andi
 club/country -
 scooter model VM1
 build date 1953
 vehicle name
 engine [cc] 161,2

measuring mode rear tire
 power P_{max} [hp] 11,1
 torque M_{max} [Nm] 16,5
 specific power P_{Hmax} [hp/l] 68,9
SIP-conclusion
 P200 power in a wide frame



Engine-setup	Article	Article number	Comment
Crankcase	Piaggio VM1M		no welding
Cylinder	PINASCO Farobasso 160 ccm	84123000	Diam.
Cylinder Head	stock	84123000	1,4
Spark Plug	Denso IW27	88631000	
Ignition	Ignition SIP PERFORMANCE by VAPE Sport	510026SA	25 ° BTDC @ 3.000 rpr
Crankshaft	PINASCO 57 / 110 for VM/VL/VB/VS	46006200	Stroke
Manifold	Pinasco for Cylinder 160ccm	20119062	° timing
Reed Valve	piston ported	-	
Carburettor	Carb Kit CP23 by Stoffi 's	20119051	
Air Filter/ Airbox	Marchald by Stoffi 's	46002800	
Exhaust	Racing exhaust Road	24154000	
Clutch	SIP Clutch Kit for wideframe	93404400	Z 23
Clutch Friction Plates	Adige cork cosa-type	93085000	4 pcs.
Primary Driven Gear	Z 64 Stoffi 's	40436952	
Input Shaft	DRT 807 4-speed for wideframe	40436807	
Driveshaft	Driveshaft SIP "Lusso / Acrobaleno"	15791000	
1st Gear	Z 56 DRT 3-/4-speed	18445000	
2nd Gear	Z 41 DRT270	40432700	
3rd Gear	Z 37 DRT281 F1	40432810	
4th Gear	Z 35 DRT 803-0	4043803F	
Rear Wheel	SIP Classic 3.50-8	79880000	3.50 - 8"

[The complete engine setup can be found in this notepad.](#)

Power as measured at the rearwheel on our calibrated Amerschlager P4 dynameter. The SIP dynameter is recognised as an external testing facility of the Society for Technical Supervision (GtU). The GtU has been accredited as a technical service to the official German motoring authority KraftfahrBundesamt (KBA).