



Bemsee GP2 EVO

Your Path to British Superbikes
& National level Supersport.



The Opportunity

If you are an aspiring racer, then this is your opportunity to shine in the right place, on the right bike. I have a deep knowledge of this type of racing from when I orchestrated the Triumph Triple Challenge. I'm hoping with your input and participation to do it again, this time with GP2 EVO bikes, the next step in racing.

What is an EVO bike?

In simple terms, it's a production based bike that you can buy from a showroom, fitted with parts that allow it to make geometry changes as they do on full blown GP2/Moto 2 bikes.

Why does it seem to be orientated around Triumph Motorcycles?

Having spent the last seven years developing a GP2 bike that eventually went on to be the catalyst for a series at BSB, I have the parts needed already but, they only fit Triumphs. Right now the series is open to the Daytona 675 2013 or the Street Triple 765, however I believe others will follow as the series grows.

How much is an EVO Bike?

You simply start with a 675 2013 or a 765 Street Triple production bike, you then fit adjustable yokes, adjustable rake offsets, rear suspension linkage and GP2 bodywork. The budget for a series spec bike can range from 2.5K to 5k depending what bike you are starting with. So for example, if you already have a 675 for trackdays or racing, then the budget is closer to 2.5K, if you have a bike that has never been track prepared, then it will be closer to 5K. It is also worth noting that the 765 engine will go in to the 675 chassis (electronics will need to be changed). Simply put, a now de-funked model can be made current and future proof by fitting a 765 engine.

What are the rules (Brush-stroke)

Engines and electronics must remain standard. Everything else can be what ever you want on the proviso that the above geometry parts are fitted.

Bemsee GP2 EVO



Your Path to British Superbikes
& National level Supersport.

Geometry Parts





The Opportunity

The series has been invited to attend the last round of BSB at the end of each season, if it is successful I believe there is a strong chance it will be invited to attend on a permanent basis.

Support

Myself and my team will attend each event with a support truck, we will carry as many spares as we can to save you having to equip yourself saving you the upfront spares cost often associated with racing. We will also provide a set up service to help train your team on what can be adjusted, why, how and what the likely out come is. My ambition for such a series is that it is not only great value for money, but provides a budget prototype class that will teach riders the art of chassis setup.

Key Benefits

- Uses a production bike as a donor.
- Teaches teams and riders how to set up a chassis and supported by the organiser.
- On going maintenance costs are low as engines and electronics are standard.
- Event support in both setup and spares.
- Your opportunity to highlight your skills at BSB on live TV.

If you would like more information then please contact

Tony Scott
Tony Scott Motorsport
tony@tonyscottmotorsport.com
Mobile 07939553576

