



VESPA RALLY CHAMPIONSHIP – www.vesparally.eu – info@vesparally.eu

VESPA RALLY CHAMPIONSHIP 2017

General REGULATIONS and RULES

This VESPA RALLY CHAMPIONSHIP (Former Regularity) consists of various tourist events organized by associated Vespa Clubs (VC) under the governance of the Vespa World Club (VWC).

Chapter 1: GENERAL FEATURES AND COURSE

1a. Features of the event

Every stage of this Championship is defined as a mandatory average-speed tourist event normally not exceeding 30 Km/h. All drivers have to follow a course described in a Road Book (RB) that the organizing Vespa Club will hand out every participant. Normally the course is open to the traffic and participants have to take care and respect the local traffic laws and rules. Along the course, which is chosen for its landscape and tourist features, you'll find timed passage checkpoints (timed stamp checks) and average speed checkpoints (entry time checks). Other check point may place as well. Passage checks (stamp checks) will be placed at the discretion of the Organizers. In enclosed traffic-free areas the drivers will have to display their regularity skills. The skills in following the course, keeping to the mandatory average speed and the regular performance will be awarded. All participants of each event take part in a final overall ranking (the championship).

1b. Length of the ride

The minimum length is 150 km and the maximum is 220 km. Each organizer will be free to increase the length after having evaluation, timing and logistics taken into consideration and respecting the traffic regulations. The event must last more than one day. The 1st competition day must have a stage with not less than 90 km of essentially exurban / country roads and not less of 2/3 then maximum. VWC approval must be obtained for any variation.

Chapter 2: TECHNICAL SPECIFICATIONS

2a. Features

All events must contain (during the whole weekend):

- one TSC (optionally...)
- one hidden SC not marked on roadbook but VERY VISIBLE on route - HSC (OPTIONALLY...)
- two or more SC
- four entry time checks (ETC)
- eight or more special stages (SS)

or least minimum 8 (4 a day) takings of time.



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The number of SC is basely in the opinion of the organizing club, but has to be positioned in the way that a possible illegal course shortcut of a participant has to be detected. The distances between the features are free but they should be constantly distributed. All passage points and SS has to be clearly marked and signed. Passing a sign do not mean that the passage point was properly done (!), but gives the passage point staff the right to declare penalties if applicable (i.e. violation of no-stop-zones, exceeding speed limits, etc.).

2b. Stamp Checks (SC)

A Stamp Check is a mandatory passage point along the course to validate the real passage of the participants. All SCs must be mentioned in the Road Book. The sequence of the stamps must follow the order of the schedule. The used signs for the championship are explained in the Annex A to this regulation.

2c. Timed Stamp Checks (TSC)

A Timed Stamp Check is a mandatory passage point along the course to control and rearrange the actual passage of the participants. Participants cannot leave the Time Stamp Check (TSC) before his time on the Time Card that the Marshal will stamp without penalty within 30 minutes past the time written in the Time Card. Time Stamp Check control is governed and regulated by the Marshal of the organization.

2d. Entry Time Check (ETC)

The Entry Time Check is a mandatory passage point where participants' average speed is tested. All drivers' entry times are printed in their personal Time Card. The participants' must enter within 5 seconds. Any difference in TU (see 5b) from allotted times counts as penalty in the ranking table. All Organizers must draw up "non-stop" areas before and after the ETC (in which stopping, stalling or foot down count as penalties). The Organization Timekeeper must provide an official time-piece at every ETC and placing the lights at a height of not more than 30 cm from the ground (recommended 25 cm). The participant can attend his time before the no-stop area. If the start doesn't coincide with a ETC, participant has to wait to a start-signal from the Marshal staff. Starting without release will lead to penalty. If the participant starts not from the non-stop area at least at his given time, he has to stop and wait for a new "entry" time (according to too late coming participants).

Participants who arrive to late, have to wait for a new "entry" time which is given from the Marshal organization. The new "entry" time will be mostly at the end of the field to avoid any disturbance of the other participants. A subsequent new "timetable" for this participant will be given also, first verbal and with next possibility written.



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2e. Special Stages (SS)

The Special Stage is a course prepared in a reserved traffic-free area in which every participant will have to run twice in the same direction and may be consecutive. Preparing the SS circuit, organizer's must avoid including bascules, beams and any other kind of obstacle different from skittles, hay-balls, cones, road signs etc. A Special Stage cannot look like a Gymkhana stage, any kind of skills tests in the SS other than course and the time control are not allowed. A SS contains two or more cells (light barriers), placed at a height of not more than 30 cm from the ground (recommended 25 cm), for time keeping. The SS is not a speed stage!

If the participant starts not from the non-stop area at least at his given time, he has to stop and wait for a new "entry" time (according to too late coming participants).

Participants who arrive to late, have to wait for a new "entry" time which is given from the Marshal organization. The new "entry" time will be mostly at the end of the field to avoid any disturbance of the other participants. A subsequent new "timetable" for this participant will be given also, first verbal and with next possibility written.

The start and the end of the course will be clearly defined in order to time the performance. The SS would not take more time than 30 sec. The duration difference between the 1st and the 2nd performance in TU (see 5b) will be counted as penalty in the ranking, as specified below.

The SS has the following scheme: No Stop area – ETC – one or more taped stretches between light barriers – no stop area. If the same SS takes places at different places, the surface conditions have to be the same.

EXAMPLE of penalty count: Time 1st SS: 15; Time 2nd SS: 18 = 3 double penalty points (The penalty points of the Special Stages count double).

EXAMPLE of penalty count: Time 1st SS: 16; Time 2nd SS: 15 = 1 double penalty point (The penalty points of the Special Stages count double)

2f. Timekeeping zones / ETC and SS Area

The Timekeeping zones as well as the ETC and SS areas are clearly marked.

Admission to the Timekeeping zone is for the timekeeping Marshal organization only. The Event Director and the VWC staff have access too, but only for the shortest needed time. Participants including their team or club mates, friends, family member and supports are strictly forbidden to enter these zones without approval from VWC representative. Violation this rule leads to the disqualification of the relevant participant(s)!

Admittance to the ETC and SS-area must be allowed only to participants in line up to start and for the current participant who has regularly started controlled by Marshal staff. In every case, the timekeepers have to expose the official time in every control. Organizer's must guarantee a secure area for



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participants and staff. Only the VWC can consent access to this area or its use for other activities. These restrictions are valid for the public too.

2g. Road Book (RB)

The organizing Vespa Club will prepare a Road Book of the course. It contains clear indications of:

- partial and total distances in meters or kilometers from the start to any important change of direction like crossroads/structures etc. on the course. Main rule: no hint = following current street
- duration according to mandatory average speed.

RBs must be printed (formed A5) in English and optional in the host country's language.

2h. Time Card

The organizer's must issue each driver with a Time Card: each participant's control times ETC – CTS and space for stamps CS - HCS must be specified. The Time Card will also show emergency and service phone numbers, the name and contact of the Event Director any safety direction deemed necessary.

Chapter 3. PARTICIPANTS, INSURANCE, and more

3a. Participants

Any member of an official Vespa Club (acknowledged as such by the Vespa World Club) may take part in the event and has to display his Club banner on the front shield. Underage participants must have written permission from both parents/tutors. Vespa World Club, together with the Organizers, may allow "wild cards" (members of non-Vespa World Club / Vespa Rally regulation – general part official Vespa Clubs) to run. Wild Cards can be issued once only and the participants will not be required to display his Club banner. The participants must have a valid and applicable driving license an approved helmet (preferably full-face) must be worn. No shorts, sandals or short sleeves. Protective clothing (knee and shoulder padding) and spine protection are recommended.

3b. Insurance

All participants must have an accident insurance for "Amateur Tourist Sportive Events". This insurance can be got by the organizer. Individual insurances like i.e. an ASI-license ("ASI C1 CARD") from Italy are accepted. The ASI C1 CARD is personal and gives you a variable discount on the price of Vespa spare parts. Participants (or parents of underage participants) will sign a declaration of indemnity excluding all organizing bodies' liabilities together with their full acceptance and understanding of the present regulations (except Italy).



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3c. Briefing

The Organizer must hold a briefing before the start and at any other time deemed necessary for communicating news and/or reports, especially if participants' security or wellbeing is involved. During briefings questions on rules and regulations will be answered by the Event Director, whose decisions and explanations are final. Briefings are to be held in English and in local national language.

3d. Vehicles

Each kind of Vespa (incl. Cosa) can participate to this Vespa Rally Championship. The competition is ordered according to the following categories:

- 8 inch wheels
- 10 inch wheels
- Automatic (including PK automatic and ET2-4 series)

Vehicles must:

- be roadworthy (equivalent to valid TÜV) and in good operational order
- have a valid number plate and certificate
- be insured (legal 3rd party liability, vehicle and driver insurance)
- have full and valid identification documents

After registration, vehicles will be inspected: checks will be carried out on insurance, vehicle documents and registration, valid license as public road vehicle. Other technical and legal controls may be carried out by local police authorities. Although not responsible for official checks on roadworthiness standards, the Event Director, aided by the organizer's technical staff, Marshals and Judges, may decide exclusion of any vehicle if it does not meet the safety standards of the event.

After been inspected, vehicles must be left in Closed Park until starting time.

Vehicles must be in Closed Park 30 min. before the first start and may not leave the Closed Park unless authorized by the Event Director. Refueling is allowed only at gas stations, refueling during the event other than on gas stations lead to penalties; deferrals will be communicated by the Event Director if necessary.

3e. Special equipment

Regularity equipment is allowed. This must not in any way alter the vehicle's original features as to speed etc., but solely be of technical assistance for timing/distance measurements. Any type of stopwatch is allowed but must not emit sound signals. Stopwatch synchronization must be manual. GPS systems and Earphones are not allowed for all participants during the event. Each Vespa may carry extra oil and spare parts, but fuel cans, in any way, are not allowed.

Any Violation of these rules leads to disqualification!



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Chapter 4: CATEGORY and TEAMS

4a. Category

The Vespa Rally Championship includes an overall ranking for the following category rankings:

- 8 inch wheels
- 10 inch wheels
- Automatic
- Teams

Each category has a classification. Overall rankings (sum of penalty of two days) will be used for the Event, while the ranking of the day, for each category, will be used to draw up the Championship.

Each Vespa Club can specify further rankings; these will not be taken into account in the overall ranking.

4b. National teams

National teams can be registered. National Vespa Clubs must communicate to the VWC and to the organizing Vespa Club the composition of its team (Name, Surname and start number of drivers). Teams must have at least 3 but not more than 5 drivers belonging to the same nation or local Vespa Club.

4c. Name of Teams

Teams will carry their National Federation's name and by letters indicating more teams (e.g. Vespa Club Austria's First Team will be "VC Austria A" or their National Federation's *Vespa World Club / Vespa Rally regulation – general part*

Acronym followed by the shortened Club name and by letters indicating more teams (e.g. Vespa Club Milano's First team will be "VCI-Milano A"

Chapter 5: SCORES, PENALTIES, DISCRIMINATING and PRIZES

5a. Standing and scores for the stage

1st place: 20points	7th place: 5points
2nd place: 15points	8th place: 4points
3rd place: 13points	9th place: 3points
4th place: 11points	10th place: 2points
5th place: 9points	11th – last: 1point
6th place: 7points	Disqualified: -1point

5b. Penalties

There are two different penalties;



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The "Time Unit (TU)", valid for all SS (time keeping system), based on 0,1 second (tenth of the second). The deviation between the given time according Time Card and the measured time gives the number of penalty points.

The "Penalty Time (PT)", valid for all other examinations (no time keeping system), based on 1 second, which is equal to 1 penalty point.

5c. Penalty list

2 penalty points per each TU difference between 1st round and 2nd round at any SS

1 PT for every second of late-coming at TSC-area after 30min of given time (according Time Card) till maximal 600 PTs (see point 2c)

10 penalty point per each second (early or late) at ETCs

10 PT for each foot on ground during non-stop runs

10 PT for skipping or knocking over cones/obstacles during SS (no penalties if cones/obstacles are hit but not moved)

30 PT for engine stop or stalling during non-stop runs (drivers can re-start engine with no further penalties)

30 PT for wrong direction or failing to follow SS taped course

100 PT for a new timetable

100 PT for late arrival / unauthorized leave at Closed Park

100 PT for not positioned or not clearly display club banner

100 PT in case of authorized Vespa replacement in the same category

300 PT for starting without Marshal release

300 PT for refueling not at gas stations

600 PT maximal for further delay to TSC over 30 min. There will be a penalty per second, rounded down to minutes. (example: 8min25seconds too late = 8min = 480 PTs)

Disqualification for missing ETC, SC, TSC, HSC stamp or unauthorized Vespa replacement (only for the day event)

Disqualification for losing the time card (only for the day event)

Disqualification for failing to proper wear your start number (*see Vespa World Club / Vespa Rally regulation – general part*)

Disqualification for violation rules according 2f, 3e or Event Directors proofed decision

Disqualification for dangerous or un-sportive behavior during the event.



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5d. Discriminating

Event discriminating

In case of equal scores in the final ranking, as discriminating, they will be considered the 1st SS, 2nd SS and so on. Then it will be considered the 1st ETC, 2nd ETC and so on. Finally, the date of registration of the used Vespa.

The Championship General Ranking (General and Category) will be determined:

Every day of event (e.g. Saturday and Sunday) is considered as test of Championship, therefore they are assigned for all the categories, for the ranking, the penalties of the day using same score of chapter 5a applying the penalties as points 5b and 5c.

If the stages will be 3 (6 days of event), the 1 (1 days) worse score can be discarded.

If the stages will be superior to 3 (6 days of event), the 2 (2 days) worse score can be discarded.

The Annual General Ranking it will be the sum of the points determined by the classification achieved in every day for all the winning categories.

Vespa Rally Championship discriminating

In case of equal scores (ex-aequo) in the Championship, as discriminating, they will be taking the several stages, number of absolute victories, the second places and so on. Then it will be considered the greatest number of races (days) made including those discarded. Finally, the date of registration of the used Vespa.

5e. Event Prizes

At each stage (2 days), prizes will be awarded for the 1st ten overall standings and for the 1st standing of each category indicated in these regulations.

First rank in each category (v. Par. 3c) – Vespa Rally Trophy

Second rank in each category (v. Par. 3c) – according current Sponsor (please see event program)-

Third rank in each category (v. Par. 3c) – according current Sponsor (please see event program)

First, Second and Third rank in each category (v. Par. 3c) at the first SS – Michelin Cup

First standing at the most difficult SS (or longest non-stop sector) – Pinasco Trophy.

5f. Vespa Rally Championship Prizes

- 1ST overall winner will receive the "Vespa Rally Championship" Trophy, which he will keep for a year; he will receive a personalized mini reproduction of the Trophy too.
- 2^{SD} and 3TH overall
- 1ST in each category
- Top 3 teams



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Chapter 6: REPRESENTATIVE, COMPLAINTS, AWARDING'S and GENERAL RANKING

6a. Warrantor/Representative

VWC nominates a representative for each stage of the Vespa Rally Championship. He must supervise the general spirit of the event, always based on concepts like politeness, elegance, sportsmanship and fair play not openly included in these regulations. The task requires decisions that are absolutely subjective and for this reason VWC chooses the representatives on its own. Normally this job is done by the Sport Commissary of VWC or his representative.

If necessary, the representative can make final decisions about this regulation. He is the point of focus for any kind of problem/event that can happen in the stages and doesn't concern the Director of the stage.

For every stage an Event Director has to be nominated from the organizing Club. This Event Director is, bound to the respective local law, this regulation and the rules of the VWC ultimate responsible for the stage and his decisions are final decisions in accord with Sport Commissary.

6b. Complaints

Any kind of complaints must be addressed to the Event Director on payment of 100 Euro within half an hour from the publication of the rankings. Complaints given to anybody else will not be accepted. If the complaint is approved, the money will be given back. After 30 minutes the rankings becomes definitive and the event is validated.

For all of this that is not contemplated in the present rule it is worth the General Rule of the VWC.

6c. Awarding's

The Awarding's will happen after 30 minutes from the exposure of the rankings.

6d. General Ranking

The General ranking of the Championship is written by the VWC Sport Commissary and it's published on the official site of this Vespa Rally Championship.