



## Rulebook Vespa Club Europa – European Vespa Regularity Championship

Revision 2 | 26.11.2023

### Art. 1 –Premise

The purpose of the European Regularity Championship is to promote “Regularity” for associated riders from Vespa Club Europa affiliated clubs. These events are intended to be focused on developing friendships, the discovery of new places on our continent and a little bit of ability & navigation competition. All communication will be in English.

### Art. 2 –Definition

The European Regularity Championship is a yearly event with several control points. In between these control points there must be a transfer route on public roads.

### Art. 3 –Participation

All Vespa riders of legal age (18 years or more) that are members of a national Vespa Club that is affiliated with the Vespa Club Europa are allowed to take part in the European Regularity Championship with their Vespa or “Cosa” vehicle. Passengers are not allowed. All vehicles must comply with local road traffic regulations (the organizer will provide critical information on this matter and regarding mandatory protective clothing for riders). Participants must always respect the local traffic regulations. Members of the organizing Vespa Club are allowed to take part in the event but are not competing for the title or any ranking.

### Art. 4 –Registration

Registration for the European Regularity Championship starts on November 1<sup>st</sup> and ends according to the guidelines of the organizers or after reaching the maximum number of participants. The organizing club must provide at least 100 starting places. Registration is complete after payment of the fee requested by the organizer and after its conformation. The event will be published on the Vespa Club Europa website and on social media. The organizer must run an e-mail account and phone number for information in English.

## Art. 5 -Rider categories

### CATEGORIES

#### MAIN CATEGORIES

- ABSOLUTE (All competitors)
- NATIONAL TEAMS - Three best competitors from each country (Minimum 3 competitors) – (All competitors)

#### SUB CATEGORIES

- WIDE FRAME (Vespa wide frame except GS150) - Excluding Italian Expert competitors
- VINTAGE (Vespa large and small frame including GS150) - Excluding Italian Expert competitors
- MODERN (Modern Vespa with automatic transmission) - Excluding Italian Expert competitors
- CLUB TEAMS - Three best competitors from each club (Minimum 3 competitors) - Excluding Italian Expert competitors

Vehicle frame and motor must be of the same type. It is not allowed to use more than one Vespa during the event.

The list of “Expert” riders from Vespa Club d'Italia is published by Vespa Club d'Italia.

## Art. 6 -Route and control points

The transfer route on open roads between the control points must be timed to comply with local road traffic regulations. Therefore, the average speed

shall not exceed 30 km/h. The distance of the transfer route must be at least 150 km and max. 300km in total. Along the route there must be at least 2 stamp checks. It is suggested to locate these checks close to points of historical and cultural interest. The route can be split in two sections by separate series of time checks. Time checks must be located on a reasonable space closed to traffic and public (safety for riders and spectators must be always guaranteed). At least 10 time checks must be deployed. The time checks are measured to one hundredth of a second. The gap between riders on the starting line must be reasonably calculated in a way to guarantee a fair try for every rider. Time checks start and end with a No-stop area of min. 5 meters. At arrival after the last control point, the participants must hand over their time schedule to the marshals.

#### Art. 7 –Procedures

-Before the event: The organizer will randomly choose the starting order and publish the list online a week before the event. No information about the time checks shall be shared before the event!

-At the event: At the pre-event briefing the organizer will give all critical information about the route and the control points. Control points can be stamp checks or time checks. During the briefing the organizer will provide a printed roadbook (A5 size) in English language to all registered riders - the route must be easy to follow! All riders will be handed their time/stamp schedule. Time checks will be set to allow the riders to check their times. Timekeepers will show the official time during the whole event (with exception of the period of time checks). All riders must use the event leg shield banner with their starting number during the event. The use of another leg shield banner is not allowed. All riders must wear bib numbers on the breast (with their starting number).

-During the time checks: During the time checks no rider is allowed to walk on the track within the demarcation line of the time checks or near the timekeeper's position. Riders who are more than 5 seconds late at a time check will not pass through the photocells in order not to disturb other participants.

-On the route: Stamp checks must be visible on the roadside. Every rider must carry his own schedule. The organizer will provide a phone number to all riders that has to have an English-speaking operator and be reachable

during the event in case of major difficulties (crash, injuries, undriveable vehicle). Road assistance has to be provided by the organizer.

#### Art. 8 –Penalties

1 penalty point -for every hundredth of a second early or late on the time check

50 penalty points-for every foot put on the ground or on an obstacle e.g., cone-for hitting any obstacles at the track.

100 penalty points-if the engine stalls-for leaving the track with one or both wheels (the line is considered part of the track)

500 penalty points-for being late at your time check for over 5 seconds-for entering a control point from the wrong direction-for turning around within the time checks-for losing your time/stamp schedule-for not using the event leg shield banner and bib number correctly-for missing a stamp check or any non compliant time stamp check.

Disqualification-for interfering with timekeeping operations in any way-unsportsmanlike conduct (at event director's discretion)-for making use of the road assistance.

#### Art. 9 –Rankings

The Overall ranking is given by the sum of all penalties accumulated by the rider in all stages. The rider with the lowest number of penalties will be declared European Champion of Vespa Regularity. All riders (exception as explained in Art. 5) compete also in different categories. For every category there will be an additional ranking.

In case of a tie, the lack or least number of additional penalties (all other than time penalties) will be taken into account as a discriminating factor. In case of a persistent tie, the date of first registration of the vehicle will be decisive, favoring the older Vespa.

The ranking of the national teams is determined by the sum of the penalties of the 3 top scoring riders of a country (exception as explained in Art. 5). In case of a tie the team with the best overall ranking rider will be favored. In case of persistent tie, the team with the better scoring second rider will be favored.

#### Art. 10 -Event director, timekeepers, and marshals

The event director is appointed by the organizer. He is the one person who takes decisions based on the present rulebook and on the event rules. Any dispute must be brought to his attention. The timekeepers are appointed by the organizer. They oversee the proceedings at the time checks with the help of marshals. Timekeepers provide the results to the event director for approval.

The marshals are appointed by the organizer. They are responsible for the stamp checks and the trackside at the time checks. They report additional penalties or any other critical information to the timekeepers.

#### Art. 11 –Complaints

Riders may lodge a formal complaint in writing with the event director no later than 30 minutes after the publication of the final classification. The complaint is subject to a deposit of € 50,00 refundable if the complaint is justified. The complaint shall be examined by the event director together with a member of the organizing Vespa Club and a person indicated by the rider filing the complaint. The decision of the review shall be unquestionable.

#### Art. 12 –Awards

Awards will be given to the top 10 riders in the “Overall ranking”, and the top 5 riders of every other category. Each participant who completes the course within the time limit will be awarded the "Diploma European Regularity Championship" certificate.

#### Art. 13 –Insurance

If required by national law, the organizer must arrange insurance cover for all participants at the event. The cost per person of this policy must be specified in the registration fee.