



European Regularity Championship

RULEBOOK 2026

Art. 1 - Premise

The purpose of the European Regularity Championship is to promote “Sport” 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 sporting 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 (including Vespas produced under Piaggio license) 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. Participants must always respect the local traffic regulations. Members of the organizing local 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 3 months before and ends 7 days before the date of the event 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 confirmation. The event details and registration 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 - Categories

1. **ABSOLUTE** - Overall ranking, the winner becomes the “European Vespa Regularity Champion”,
2. **WIDE FRAME INTERNATIONAL** - wide frame Vespa except for GS150 (Vintage), excluding all competitors from Vespa Club of Italy,
3. **VINTAGE INTERNATIONAL** - Large frame manual transmission Vespas including 150GS, excluding all competitors from Vespa Club of Italy,
4. **MODERN INTERNATIONAL** - Modern automatic transmission Vespas produced since 1996, excluding all competitors from Vespa Club of Italy,
5. **WIDE FRAME ITALIAN** - wide frame Vespa except for GS150 (Vintage), only competitors from Vespa Club of Italy, excluding “Expert” competitors,
6. **VINTAGE ITALIAN** - Large frame manual transmission Vespas including 150GS, only competitors from Vespa Club of Italy, excluding “Expert” competitors,
7. **MODERN ITALIAN** - Modern automatic transmission Vespas produced since 1996, only competitors from Vespa Club of Italy, excluding “Expert” competitors,
8. **FEMALE** – All female competitors,

9. **NATIONAL TEAMS** - the 3 top scoring competitors from each country, including “Expert” competitors. The winning team becomes the “European Vespa Regularity Champion team”,
10. **CLUB TEAMS** - the 3 top scoring competitors from every club; including “Expert” competitors.

The vehicle frame and engine must fit in the same category. It is not allowed to use more than one Vespa during the event.

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

Art. 6 – Route, check points and time checks at no-stop zones

The transfer route on open roads between time check points must be timed to comply with local road traffic regulations, and that average speed does not exceed 30 km/h. Competitors must have enough time between the check points to finish each section of the route safely at set maximal average speed.

The distance of the transfer routes must be at least 150 km and up to a maximum of 300 km in total. It is allowed to split the route between two days, providing that the minimum number of check points are set on each day individually. There must be at least 2 stamp check points per route. It is suggested to locate these check points close to points of historical and cultural interest.

The route can be split into two sections by separate series of time check no-stop zones, but it is recommended to set them up at the beginning and/or the end of the daily route.

Time check no-stop zones must be located on a reasonable space closed to traffic and public (safety for competitors and spectators must always be guaranteed). At least ten time checks within several no-stop zones must be set. The times are recorded with time sensors to a precision of one hundredth of a second. The gap between each competitor’s start on the no-stop zone must be reasonably calculated in the sense that there will not be two competitors on the no-stop zone at the same time. Time checks must start and end with a no-stop area of min. 5 meters.

At arrival after the last time check point of the day, the participants must hand over their time sheets to the Judges.

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. It is allowed that the organizer provides numbers in sequence to competitors of the same Club and/or Nation. The previous year’s European Champion must be awarded with Start Number 1. No information about the time check no-stop zones shall be shared before the event! Roadbooks and sketches of no-stop zones in PDF format will be provided on the official web page at least 5 days before the event. All competitors will be handed their time sheets with all set times in accordance with their starting number at the time of registration on site.
- At the event: At the pre-event briefing, the organizer must give all critical information about the routes and the check points. Check points can be Stamp checks or Time stamp checks. The organizer will provide a printed roadbooks in English language to all registered competitors at the arrival. - the route must be easy to follow! Roadbooks in GPX format will not be given and cannot be made. The organizer must provide the official time for synchronization at least 30 minutes before the first competitor is set to start on the time check no-stop zone. The official time must be shown with the precision of 1/100 of a

second. The official time must be shown during the whole period of time checks on no-stop zone.

- No-stop zone: During the time checks, no competitor or spectator is allowed to walk on track within the demarcation line of the time checks or near the timekeeper's position. Competitors 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 check points must be marked with sign and visible on the roadside. Every competitor must carry his own Time sheet. Competitors must collect the stamps on all set check points, in order set on the time sheet. It is not allowed to collect the stamps out of the set order. At the Stamp check, stamps are given on the appropriate place on the time sheet, regardless of the time of arrival. In case of Time stamp check, the point will be set to make sure that competitors respect the average speed. Timekeepers will show the official time at the check point. Competitors must pass the time stamp check point line marked on the road within the set time noted on the time sheet plus the time gap between the start of competitors. (Example: If the competitors start with time gap of 1 minute and the time stamp check time is set to 12:31 for example, the competitor must pass the marked line between 12:31:00 and 12:31:59) All competitors must use the event legshield banner with their starting number during the event. The use of another legshield banner is not allowed. All competitors must wear bib numbers on the breast (with their starting number). The organizer will provide a phone number to all competitors 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 must be provided by the organizer.

Art. 8 - Penalties

- 1 penalty point - for every 1/100 of a second early or late on the time check
- 50 penalty points - for every foot put on the ground
- 100 penalty points - for hitting any obstacles on the track
- 100 penalty points - if the engine stalls
- 500 penalty points - for leaving the track with one or both wheels (the line is considered part of the track)
- 500 penalty points - for missing set time on the time stamp check
- 500 penalty points - for missing a stamp check or time stamp check (no stamp on the time sheet)
- 500 penalty points - for being late at your time check for over 5 seconds, for each sensor
- 500 penalty points - for missing any 2nd to 5th sensor on the Time track
- 500 penalty points - for entering a time control point from the wrong direction
- 500 penalty points - for turning around within the time check no-stop zone
- 500 penalty points - for losing your Time sheet
- 500 penalty points - for not using the event legshield banner and bib number
- Disqualification - for interfering with timekeeping operations in any way
- Disqualification - unsportsmanlike conduct (at Event Director's discretion)
- Disqualification - for using any sort of GPS map navigation
- Disqualification - for losing the event legshield banner and bib number

- for making use of road assistance

Art. 9 - Rankings

Partial results after every Time check will be displayed by the organizer on the official web page. Partial results may or may not include overall or category rankings, but they must include all penalties of the Time check.

The overall ranking is given by the sum of all penalties accumulated by the competitor in all stages (Routes and Time checks). The competitors will be ranked by the total number of penalties in ascending order. All competitors (except as explained in Art. 5) compete also in different categories. For each category there will be an additional ranking.

In case of a tie, the lack of or least number of additional penalties (all other than time penalties) will be considered as an advantage. In case of a persistent tie, the best results in individual Time checks will determine the ranking.

The ranking of the national teams is determined by the sum of the penalties of the 3 top scoring competitors of a country. In case of a tie the team with the best overall ranking competitor will be favored. In case of persistent tie the team with the better scoring second and then third competitor will be favored.

Art. 10 - Event director, timekeepers and judges

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 judges. Timekeepers provide the results to the event director for approval.

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

Art. 11 - Complaints

Competitors may submit a formal complaint in writing, in English language, to the event director no later than 30 minutes after the publication of the final results. The complaint is subject to a deposit of €50, 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 competitor filing the complaint. The decision of the review shall be unquestionable.

Art. 12 - Awards

Awards will be given to the top 10 competitors in the "Overall ranking", the top 5 competitors of international categories and the top 3 competitors of Italian and Female categories.

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.