



Rules for the German Vespa Rally

This event is a tourist event organized by the Vespa Club of Germany (VCVD) with the support of a local club.

Chapter 1: General characteristics

1a: Type of event

The event is a tourist regularity event with a prescribed average speed of around 30 km/h. All drivers must follow a prescribed route, which is described in a Road Book (RB), which the organizer will hand out to the participants. The route takes place in public traffic areas. Therefore, the participants must adhere to the local traffic regulations. Along the tourist-attractive route there may be transit checks with and without a time limit (time stamp checks TSC and stamp check SC) as well as entry checkpoints for regularity checks (entry time checks ETC). In the special stage (SS) the driver must demonstrate his skills in the form of adhering to the route, maintaining the average speed and general driving skills.

1b: Length of the route

The length is at least 150 km and should not exceed 220 km. Each organizer can extend the length of the route individually by agreement. The entire event must last longer than one day. On the first day of the competition, 2/3 of the route, but at least 90 km, should be driven. Changes must be submitted to the VCVD.

Chapter 2: Technical data

2a: Components:

All events throughout the weekend must contain at least:

- two or more drive-through controls (SC)
- one or more hidden drive-through controls (HSC)
- hidden means "not noted in the road book", but clearly visible on the route
- four entry time controls (ETC)
- eight or more special stages (SS)

TSCs can be installed optionally.



The number of SCs is up to the respective organizing club but must be positioned in such a way that a possible illegal shortcut can be detected. The distances between the respective control points can be freely chosen but should be evenly distributed. All stage sections and special stages must be clearly and distinctly marked and labeled. Passing a checkpoint does not automatically mean that it was completed correctly(!), but gives the checkpoint staff the opportunity to issue penalty points (e.g. violation of the no-stop rule or exceeding the speed limit, etc.)

2b: Transit checks (SC)

A transit check is a mandatory point along the route to ensure that the participants follow the correct route. The checkpoints must be noted in the road book. The order of the checks must be in route order. The symbols used for the competition are explained in Appendix A.

2c: Timed stamp checks (TSC)

A timed stamp check is a mandatory point along the route to test the participant's speed. The participants may only leave this point at their assigned time. A later arrival up to 30 minutes of the specified personal time is permitted. The marshal gives the go-ahead to continue.

2d: Entry time controls (ETC)

The entry time controls are mandatory checkpoints where the average speed is tested. All entry times are recorded on the time card of each participant. The participant must pass the ETC within a period of 5 seconds from their entry time. Any further differences in the specified times lead to penalty points. Before and after the checkpoint, "non-stop" areas are defined (stopping, stalling or putting your foot down is not allowed and leads to penalty points). Time recording is done via a light barrier that must be installed no more than 30 cm above the ground (recommended height 25 cm). The participants must wait for an individual start signal in front of the "non-stop" area. Starting without a signal is an offence. If the participant is not at the "non-stop" area at the given time, he must stop and wait for a new start time. Participants who arrive late must also wait for a new start time. This start time is set so that the participant starts at the end of the group in order to avoid affecting the other participants. This new schedule is first given verbally and then in writing.

2e: Special Stages (SS)

The special stage is a prepared route on a closed area in which each participant has to drive two runs in the same direction. It can consist of several time measurements.



The route must be clearly recognizable. The special stage contains at least two time measurements.

The start and finish are clearly marked. The journey through the course should not take longer than 30 seconds. The difference in driving time between the first and second rounds is counted as a penalty (consistency!).

Structure of a special test: “non-stop” area – entry time control – one or more marked stretches between the light barriers – “non-stop” area. If the same special test takes place at two different locations, the route and the ground conditions must be the same.

Examples of determining penalty points:

1st lap 15.0 sec, 2nd lap 15.3 sec= 6 penalty points

1st lap 16.0 sec, 2nd lap 15.9 sec= 2 penalty points

(2 penalty points per 1/10 sec deviation)

2f: Time measurement zones/entry time controls and special routes

These zones are clearly marked. Access to the timing zone is reserved for staff. Anyone who enters these areas without permission will receive penalty points. The organizers must plan safety areas for the participants and staff.

2g: Road Book (RB)

The organizer prepares a route description (road book). It must contain the following:

- Individual distances and the total distance in meters or kilometers from the start to the respective important changes of direction such as intersections etc. on the route. If there are no signs, this means that you have to follow the current road.
- The duration in terms of the binding average speed.

The road books must be in DIN A5 format and, if necessary, in English.

2h: Time cards

Every participant must have a time card. The control times of each participant must be specified. An emergency number is noted on the time card just in case.



Chapter 3: Insurance, participants and vehicles

3a: Participants

Any participant who belongs to an official Vespa club can take part in the competition. They are asked to attach their club banner to the front of the vehicle. In addition, the start number issued by the organizer must be attached to the vehicle so that it is visible from the front. Minor participants require written permission from their parents. The VCVD can, if necessary, accept participants from non-Vespa clubs together with the organizer (so-called wild cards).

Participants must present a valid driver's license. Appropriate protective clothing consisting of a helmet, gloves, sturdy closed shoes, as well as trousers that reach above the knee when sitting and a top that covers the elbows are mandatory. Sandals, shorts and a short top are not sufficient. Any violation will result in penalty points.

Driving with a passenger is generally permitted outside of the special test. However, the same clothing rules apply to them, including penalty points for the driver in the event of misconduct.

3b: Teams

Teams can be formed consisting of 3 fixed drivers. 2 starters must belong to the same club. The team name consists of the club name and is supplemented by a number if necessary.

3c: Briefing/instructions/meeting

The organizer must arrange a briefing/meeting before the start and at other important times to announce changes etc. All participants must attend these meetings. The meetings are held in German and also include the event director answering questions about the rules and regulations, whose statements are binding. An English translation will be offered if required.

3d: Vehicles

Any Vespa model can take part in the competitions. The competition is divided into the following categories:

- Wide-Frame
- All other geared scooters (large frame, small frame)
- Automatic scooters (also PK automatic and ET2-4 series)



Vehicles must:

- be roadworthy and have a valid MOT
- have a valid license plate and papers
- be insured

After registration, the vehicles are inspected: the documents (insurance etc.) and the vehicle are checked. Vehicles that are not permitted can be excluded from the competition.

After the inspection, the vehicles must be parked in the Parc Fermé. The vehicles must be parked there at least 30 minutes before the first start and may not be moved from there, except for authorized exceptions.

3e: Special equipment

All accessories are permitted. Any type of stopwatch is permitted. However, these may not give any further signals outside of the time display.

Chapter 4: Points, penalties and prizes

4a: Penalties

The time unit (TU) that is valid for all ETCs and SSs when using a light barrier system is 0.1 seconds (1/10th of a second). The deviation of the given time (based on the time card or the first run) from the measured time gives the Number of penalty points.

4b: Penalty list

Number of penalty points	Reason
1	for each TU difference too early or too late at the ETC (entry time control)
2	for each TU difference between the first and second run in each SS (special test)
10	for driving over/around cones or other obstacles during the SS laps (there are no penalty points if the cones/objects have been touched but not moved)
30	for each foot that touches the ground within the "non-stop" area and the SS
30	for driving in the wrong direction or missing the marked route in the "non-stop" area and in the SS
100	for stalling the engine or turning off the vehicle in the non-stop laps (drivers can restart the vehicle without receiving penalty points)
100	for a new entry time



100	for the arriving late or leaving the Parc Fermé without authorization
100	for an authorized Vespa exchange in the same class
100	for inappropriate protective clothing (per item of clothing)
500	for missing an ETC, SS, SC, TSC or HSC
500	for a vehicle exchange that is not expressly authorized
500	for losing the time card
500	for incorrectly or inappropriately attaching the start number
500	in the event of a violation of the rules in 2f and 3e
Disqualification	for dangerous or unsportsmanlike behavior during the event

4c: Equal points

In the event of a tie in points, the better result in the 1st SS, 2nd SS, etc. will decide. If this still leads to a tie, the 1st ETC, 2nd ETC, etc. will decide.

4d: Prizes for the event

At each event, the first ten places in the overall ranking and the first three places in each class will be awarded. Further awards are at the discretion of the organizer.

Chapter 5: Complaints, award ceremony

5a: Complaints

Any type of complaint must be submitted to the VCVD sports commissioners with a deposit of €100 within half an hour of the ranking being published. Other types of complaints will not be accepted. If the complaint was justified, the money will be refunded. After 30 minutes, the ranking is officially determined and nothing can be changed.

5b: Award ceremony

The award ceremony will take place 30 minutes after the ranking is published.

This translation was made to the best of our knowledge and belief. In case of doubt, the German original version applies exclusively.

Status: February 2024