



## **ITALIAN SCOOTER CHALLENGE**

### **(EN) RULES & REGULATIONS FOR ENDURANCE TRACK RACING**

The following Rules and Regulations relate to sporting events organised by the Italian Scooter Challenge amateur sports association and under the aegis of the A.I.C.S. body, according to the specifications contained in the Supplementary Regulations for each event.

#### **1 - Nature of the Events**

The sporting events consist of the gathering of vintage scooters on a circuit, in order to allow the practice of motorcycling sport, in the form of a simple rides on a track, or friendly competition.

The type of scooters that are permitted to partake in the events must be 'vintage', or faithful reproductions of them (LML, Bajaj, Scooters India Ltd. etc.), with a manually-operated gearbox that is operated by a handlebar mounted twistgrip ('gearchanger'). The frames must be one of the following metallic types: tubular construction, monocoque pressed steel or half-monocoque, as long as they fall within the provisions of these regulations.

The scooters to which we refer are principally manufactured by Piaggio (i.e. Vespa models) or Innocenti (i.e. Lambretta models), but the organising body retains the right to evaluate the possible participation of scooters from other manufacturers.

#### **2 - Registration and Controls**

Registration takes place by completing the forms that can be found on the association's website ([www.italianscooterchallenge.com](http://www.italianscooterchallenge.com)) according to the times and methods indicated.

The organisers will admit the teams registered to each event only after an administrative check, through which the following points will be verified:

- Registration request form (correctly compiled with all relative data);
- Competitive license (named and valid) from the institution chosen for the event;
- Sports medical certificate for competitive activity (named and valid);
- Membership (named and valid);
- Payment (amount paid and receipt).

#### **3 - Technical Checks**

Before each race meeting, and according to the times indicated in the race programme, the scooter will undergo technical checks by personnel designated by the organisation.

The technical check ('scrutineering') allows us to verify that both the scooter and the rider's technical equipment conform with the safety rules of this regulation, and that the technical specification of the scooter complies with the category indicated on the entry form.

The scooter must be presented for scrutineering, accompanied by a team representative. The scooter must be complete, with all the bodywork components, of which, removable sidepanels or frame shells may be removed to facilitate technical checks by the organiser's personnel.

Only scooters that have passed the scrutineering will be able to access the track. Non-compliant scooters may be re-verified after adaptation to the entry category and/or technical regulations.

In the event of a positive outcome following scrutineering, a 'Pass' sticker, or initials marked with an indelible marker on a tag, will be affixed to the front of the scooter. Competitors are obliged to take care of the 'Pass' sticker/tag to avoid it being damaged or ruined. If that happens, you may ask the organisers to affix a new sticker/tag.

If, during the event, a scooter presents obvious technical problems, compromising rider-safety and/or other riders, or becomes excessively noisy, the scooter rider will be shown a black flag and he will be obliged to leave the track as quickly as possible. Once repaired, the scooter will be able to access the track once again.

In any case, the rider is always responsible for the safety of his scooter. The organisation cannot be held responsible for any accidents caused by defects or faults not detected during scrutineering.

At the end of the race, a technician, appointed at the discretion of the organisation, under the supervision of the race director, will carry out mechanical checks. The elements subject to verification are explained in Section 3.2., but it is specified from this point onwards that the technician in charge can perform ALL the checks he deems necessary on the scooters being subjected to verification.

### *3.1 - Main inspection points subject to technical verification*

- Bodywork;
- Race numbers and spare numbers;
- Sharp edges;
- Fuel tank;
- Loose or dangerous elements;
- Ignition shutdown system;
- Front and rear tyres;
- Brake and clutch levers;
- Front and rear brakes;
- Suspension;
- Engine and exhaust fastening;
- Refuelling system and pit support for the same;
- Spare engine and scooter (see 'Penalty' section);
- Front and rear lights, if present, and spare bulbs;
- Technical attire;

### *3.2 - Elements subjected to mechanical verification*

- Engine casing;
- Cylinder 'top-end';
- Gearbox;
- Crankshaft;
- Carburettor and induction system;
- Ignition (and eventual lighting) system;
- Exhaust system.

### *3.3 – Team Composition*

Each team is made up of a scooter, the riders (in the number indicated by the regulations of the event) and the accompanying personnel (team leader, mechanic, assistant, etc.). Team personnel must maintain correct conduct at all times, in keeping with, and appropriate to the locations and circumstances, thus avoiding causing situations of potential problems or danger with their behaviour.

It is not permitted to replace riders and/or scooters during the event. Only scooters that have passed scrutineering, and riders registered for the event via the registration form, will be able to access the track.

### *3.4 - Race Numbers*

The race numbers consist of a maximum of 2 digits from '0' to '99', according to the preferences expressed at the time of registration, provided that the chosen number has not already been chosen by another team. If necessary, the organisers reserve the right to assign a different race number from one requested.

The race number, which must be either black on a white background, or white on a black background, must have a minimum height of 12cm and a minimum width of 6cm. All numbers must be clearly visible, painted, or firmly stuck on.

In the case of adhesive (sticker) race numbers being used, it is mandatory to have spare numbers available, should they need to be replaced in the event of a fall.

The organisers will not provide any type of race numbers, therefore each team must supply their own numbers.

### *3.5 - Assignment of boxes (garages)*

Box (garage) space is delimited, and the organisation will assign a space to each team, taking into account any preferences expressed at the time of registration before an event.

If available space is reduced, foreign teams and those coming from a greater distance will be given preference.

The assigned spaces will be arranged in an orderly and linear manner. Each team is obliged to undertake, and maintain, both order and cleanliness within the areas dedicated to the event.

## **4 - Running of the event**

### *4.1 - Briefings*

Each team leader must be present for the entire duration of the briefing; alternatively, the presence of only one member of the team will be allowed in case of a valid reason previously communicated to the organisers. Failure to attend the briefing will result in the team receiving a penalty.

During the briefing, the main rules of conduct to be observed during the event will be summarised, along with the times of the track sessions.

### *4.2 - Starting grid Procedure*

The start of each event will be in a 'Le Mans' style, with the scooters lined up on one side of the track, held by a rider in race attire (but who is not required to wear either a helmet or gloves), while his/her team companion (i.e. the starting rider) who has full race attire complete with helmet and gloves, will be situated on the opposite side of the track, ready to reach their scooter, upon being given the signal to start. At the discretion of the organisers, but always respecting the safety criteria and in agreement with the riders and team leaders, different starting procedures may be adopted, depending on the number of participants and the general conditions of an event.

Before each departure, no less than one reconnaissance and warm-up lap will be carried out. The organisers reserve the right, if necessary, to allow a greater number of these laps, in order to comply with the main safety standards.

The riders must prepare themselves and be ready to enter the track at least 10 minutes before the start of their session, in the area indicated by the organisers to form the pre-grid, where foreseen. In the case of pre-grid formation, if a rider is absent, or late, when the track opens for the reconnaissance and warm-up lap(s), he must remain in the point indicated for this purpose by the organisers. Subsequently, the rider will then be authorised to start the warm-up lap only after receiving a signal provided by the race director, and in any case, after the last rider has entered the track and has reached his position in the grid.

At the end of the reconnaissance and warm-up lap, the drivers will take their places on the grid in the classification order drawn up on the basis of the specific criteria of the event (best lap, number draw, etc.). Scooters and riders will be positioned on their respective sides of the track in an orderly manner and at a safe distance from each other, in compliance with the signals and/or indications provided by the organisers.

Should one or more teams be unable to line up at the time of deployment on the grid, or in the pre-grid area, the relative place(s) will be left vacant.

In the moment of composition of the starting grid, no team mechanic will be able to intervene. If necessary, the rider must go to the pits immediately and as quickly as possible for the appropriate repairs, in order not to delay the start of the race. The rider will leave the pits after the repairs have been carried out, as if he had been absent or late.

If during the reconnaissance/warm-up lap a scooter should have problems that prevent it from being deployed on the grid, the rider must go to the pits immediately and as quickly as possible for repairs, without delaying the start of the race; he may then deploy the scooter in its rightful place on the grid only if authorised by the organisers, and only if the race has not yet started, in any case following the instructions given by the track staff.

If for any reason it is not possible to access the track for the starting line-up, the scooter will start from the pit lane, at a point indicated by the organisers (the pre-grid area, where applicable) and only after all the other scooters have passed the exit point from the pit lane (i.e. he will queue up after all the starters).

The start of the race will take place by the dropping of the National flag or, alternatively, by switching off the race lights, and in any case, according to the instructions provided during the pre-race briefing. At the agreed starting signal (flag or lights) the riders will have to run to their scooter, mount their scooter and start on the track. The rider from their team who is supporting the scooter cannot help the departing rider by engaging a gear.

A penalty will be applied to a rider who is not lined up in front of his scooter at the time of departure. The same penalty is also foreseen in the event that the rider holding the scooter enters the track to push his partner off, in order to facilitate his departure.

#### *4.3 – Track Behaviour (YELLOW flag and BLACK flag)*

For the purposes of the general safety of the riders and other people present on the track, it is mandatory to observe the basic behaviour rules outlined during the briefing and, importantly, to avoid any activity that jeopardises the running and orderly conduct of the event.

It should be remembered that the purpose of the event is to allow all competitors to compete in a friendly context, therefore, any behaviour that opposes the realisation of this intention is absolutely prohibited.

Insults, physical violence, voluntarily hindering other competitors or any other behaviour deemed unacceptable as unsportsmanlike and/or dangerous, will be noted and possibly sanctioned with the application of penalties.

The organisers reserve the right to exclude or limit the participation of competitors and/or teams, regardless of the regularity of their registration.

To indicate any falls, or competitors who have stopped on the track, the race marshals will display a yellow flag at the start, and along the section concerned. It is forbidden to overtake within the section between the yellow signal flags: the riders, while continuing the competition, will have to moderate their speed by proceeding with caution. Those who do not observe these rules will entail the application of a penalty.

It is forbidden to travel on the track, and the pit lane, in the opposite direction to the direction of travel. Those who do not observe these rules will receive a penalty.

In the event of a fuel or oil leakage on the track, the driver must immediately go to the repair area. Similarly, in the event of breakage or loss of an exhaust or silencer, the pilot must immediately go to the area designated for repairs.

According to the indications provided during the briefing, any rider who should suffer an accident, breakdown or technical problem that prevents him from continuing the race, is obliged to move to the side of the track, reaching the outermost point away of the track, and pay attention to the other competitors.

In the event that it is necessary to cross the track, it is mandatory to follow the instructions of the race marshals of the course, avoiding any situation of potential danger.

In the absence of the scooter recovery service, the pilot will have to push the scooter towards the nearest predefined exit.

In any case, it is forbidden to push the scooter along the track to reach the pits on foot, unless it is at a minimum distance from the pit lane entrance.

In any event, the rider must continue to wear full-safety clothing until he has completely left the race track. Any rider or team that contravenes this rule will suffer a penalty equivalent of 5 laps.

The black flag will be waved if a rider who has committed a serious offence and/or repeated infringements of the rules, together with a panel showing their race number. In this case, the rider will have to return to the pits on the following lap.

The reason(s) for the black flag/being reported will be promptly communicated to the team manager or, in his absence, to any person belonging to the team.

During the event, any penalties applied will be notified as soon as possible to the respective team manager and with the technical equipment present on the circuit, at intervals of 30 minutes or 1 hour.

Any penalties will be published on the time-board(s) wherever the technical equipment allows it.

At its sole discretion, the organisers reserve the right to review and/or modify any penalties applied in the presence of further information.

#### *4.4 – Pit Lane Behaviour*

During practice, both free and timed, the maximum permitted speed in the pit lane is 20km/h, and each competitor is required to pay the utmost attention in order to avoid accidents or potentially dangerous situations.

In any case, access to the pit lane is exclusively permitted to the team personnel indicated in the registration form, thus limiting crowding and confusion as much as possible. For the entire duration of the competition, the team personnel must observe a behaviour consistent with the friendly spirit of the event. It is strongly recommended to keep fuel in a cool and shady place, and to have an easily-accessible powder-type fire extinguisher to hand within your area.

It is forbidden to carry out any type of repair in the pit lanes. Only minimal interventions are permitted, such as adjusting the idle screw, or adjusting a clutch cable etc., whereby these interventions last less than 1 minute.

Smoking is strictly prohibited, except in the area of the circuit set aside for this purpose.

The pit lane spaces must always be free from all elements and materials that could hinder the smooth passage of riders, scooters and authorised personnel.

It is strictly forbidden to light fires, use naked flames or deposit fuel cans in areas other than those indicated.

In the event of oil, fuel or other liquid leakages, the scooter will only be able to leave the pit lane when the affected area(s) has been cleaned. Teams are invited to equip themselves with the material needed for eventual cleaning purposes, such as rags, brooms and sawdust.

Refuelling and rider-changes are only permitted in the areas indicated by the organisers and/or through specific signs.

Any mechanical intervention or repair to a scooter must be carried out in the areas indicated by the organisers and it is strictly forbidden to carry out these activities outside the indicated spaces.

Failure to comply with any of the rules indicated in this chapter will result in the application of a penalty.

#### *4.5 – ‘Box’ (Garage) Area Behaviour*

During the pit stop, before carrying out any activity, the scooter’s engine must be switched off. It is forbidden to leave the engine running in the refuelling area; if you do so a penalty will be applied. It is forbidden to enter the pit area with inappropriate footwear (high-heeled shoes, slippers, etc.).

The free movement of animals and children within the competition areas is prohibited. In the box area, the organisers allow the visit of friends, relatives and any leashed pets provided that they do not cause damage or create situations of potential danger. Children under 16 years of age must be accompanied by an adult.

#### *4.6 - Storage of Fuel and Refuelling*

The frequency in which a team refuels their scooter is at the discretion of the team.

Refuelling can only take place in the area indicated by the organisers and never inside the box area. If adequate structures are present, the organisers will indicate an area in which to store the fuel cans.

The storage area must be free from any material other than fuel containers and their associated material.

The fuel must be stored in approved, gas-tight and sturdy containers, such as cans and drums, with preference given to metal containers over plastic containers, to avoid fuel leakage. The use of plastic containers is permitted on the condition that they are expressly marketed as fuel containers.

It is forbidden to refuel a scooter by removing an empty petrol tank and replacing it with a full petrol tank.

Refuelling may only be carried out solely with the use of a sealed, rapid-refuelling container, such as a ‘Tuff Jug’ (see image). The use of any container where its airtightness, or form, can be altered when used is also prohibited. The use of any other type of container is prohibited.

Refuelling can only take place by positioning the scooter (with the engine turned off) placed on a special support (stand) that prevents it from accidentally falling over. We strongly recommend the use of absorbent mats in the refuelling area, as well as having absorbent material (paper or rags) to hand in order to quickly dry up any eventual fuel leaks or spillages.

During refuelling, the presence of 3 people is permitted and the operation can be carried out by a rider, or by the remaining team personnel.

During refuelling it is not possible to carry out repairs on the scooter and any interventions must be carried out solely in the areas indicated by the organisers.

At the completion of refuelling, it is necessary to clear the area of any material used (cans, rags, etc.)

The minimum time required for refuelling cannot be less than that for the change of rider and is defined in the ‘Supplementary Regulations’.

Failure to comply with any of the rules indicated in this chapter will result in the application of a penalty.



#### *4.7 – Change of Rider*

Throughout the event, the rider changeover will take place in the pit lane. The teams will choose their position in the spaces indicated by the organisers and will not be able to change places during the competition.

For each rider and for each session, the time spent on the track is to be between a minimum of 10 minutes up to a maximum of 60 minutes, as defined in the Supplementary Regulations of the race.

At the end of his shift, the rider must enter the pit lane, turn off the engine at the point indicated by the organisers and, running alongside the scooter, continue towards his position. It is permissible for a rider to pass the scooter to a teammate, before he reaches the changeover position.

The rider changeover can only be done with the engine off.

The exiting rider cannot re-join the track immediately after finishing a session.

The new entering-rider must have the tear-away ignition (lanyard) strip firmly secured to his arm before taking over the vehicle from his teammates.

It is permitted to help the entering-rider start off by pushing the scooter.

The minimum time necessary for the rider change is defined in the Supplementary Regulations of the race.

#### *4.8 – Temporary Suspension of the Race (WHITE flag)*

If there are problems or accidents on the circuit that prevent the smooth running of the event, the Clerk of the Course may suspend the competition in order to allow the Safety-Car/Bike to enter. In this case, a white flag and a panel with the indication 'SC' ('Safety Car') will be displayed, and all riders will have to queue up behind the Safety-Car/Bike, positioning themselves according to the position they occupied before the interruption of the event.

During the break, the riders will have to maintain the speed set by the Safety-Car/Bike, avoiding overtaking other competitors and circulate with extreme caution.

Any overtaking while the Safety-Car/Bike is present will cost the team a 5-lap penalty.

The race will resume when the Safety-Car/Bike leaves the track.

While the Safety-Car/Bike is on the track, it is possible to return to the box for refuelling, or to change rider. If this option is chosen, returning to the track must take place with caution and adopting the necessary precautions without compromising safety. The returning rider will have to proceed slowly towards the group following the last competitor and then maintain that position.

All riders are required to maintain a maximum speed of 30km/h to allow the job of restoring the track back to race-condition.

A 5-lap penalty will be applied to any team whose rider exceeds 30km/h while reaching the Safety-Car/Bike.

#### *4.9 - Change of scooter and/or engine*

Changing an engine and/or a scooter is allowed, but the intervention involves penalties, as indicated in the specific section below. Any spare engine and/or scooter(s) must be subjected to scrutineering technical checks before the race, informing the organisers and the personnel in charge of checking at the time, since it will not be possible to have spare engines or scooter(s) checked during the race.

#### *4.10 – Total Interruption / Stop of the Race (RED flag)*

Being an endurance race, it will not be stopped except in exceptional cases under the unquestionable judgment of the Clerk of the Course.

In the event that the competition is completely stopped due to insurmountable reasons and at least 90% of the competition has already been completed, it will be considered as completed.

If 90% of the race has not yet been run at the time of the interruption, should the cause of the interruption no longer exist, the competition will resume and the riders will be assigned grid positions based on their position when the race was stopped.

#### 4.11 – Finish of the Race

At the end of the competition, the Clerk of the Course will wave a chequered flag and, after subtracting any possible applied penalties, the team that has completed the most laps within the allocated time will be the winner.

At the end of the race, the scooters will be positioned in the ‘closed-parking’ area and competitors are prohibited from carrying out any type of mechanical intervention until the ‘closed-parking’ area reopens.

#### 4.12 - Final classifications

The final classification, by category, will take into account the number of laps completed up to the waving of the chequered flag, after subtracting any possible penalties applied.

In the event that at the end of the race, more than one scooter(s) within the same category has/have completed the same number of laps, their order when crossing the finishing line will be taken into account to allocate final positions.

#### 4.13 - Suspension or postponement of the event

Without any obligation to compensate the participants, the organisers reserve the right to suspend, postpone or shorten a race, should exceptional circumstances arise.

#### 4.14 - Complaints

Any complaint, whether sporting or technical, must be submitted in writing to the Clerk of the Course.

At the end of the race, the scooters must remain in the ‘closed-parking’ for twenty minutes: only within this period can complaints be made. Following that, the scooters can be collected from the ‘closed-parking’ area. At the time of submitting the complaint, €130 must be attached to the letter of complaint; a sum that will not be returned if the complaint itself turns out to be unfounded.

#### 4.15 - Penalties

Infringement	Sanction	Recurrence
Absence during Briefing	50 laps	-----
Presenting under the effect of alcohol during verification	Rider: total ban to the race track	Team: 5 laps
Violation of the technical regulations during qualifying	Annulled times	-----
Unauthorised changing of the scooter’s numbers during qualifying	Annulled times	Annulled times
Overtaking in the presence of the Safety-Car/Bike during qualifying	Annulled time	Annulment of 2 best times
Invasion of the track during the start	3 laps	-----
Travelling in the wrong direction in the Pit-Lane	1 lap	3 laps
Excessive speed in the Pit-Lane	1 lap	2 laps
Rider changeover outside the designated area	1 lap	2 laps
Bad behaviour	1 lap	-----
Overtaking in the presence of a yellow flag, safety car/bike or danger signs	1 lap	3 laps

Overtaking in the presence of a yellow flag, safety car/bike or danger signs 3 (or more) times in one riding session	Rider: total ban of the race track	Team: 8 laps
Travelling in the wrong direction on the race track	1 lap + annulment of that lap	-----
Travelling in the wrong direction on the race track 2 (or more) times during one riding session	Total ban of the rider	-----
Taking a short-cut on the race track	Annulment of that lap	Rider ban + annulment of that lap
Unsporting behaviour	Rider ban	-----
Incorrect methods of refuelling	2 laps	2 laps
Receiving help outside the designated areas (pit lane or box)	2 laps	4 laps
Failure to turn engine off during refuelling	2 laps	4 laps
Smoking in an undesignated area (pit lane or box)	Rider: total ban of the race track	Team: 5 laps
Consuming drugs	Rider: total ban of the race track	Team: 5 laps
Refuelling by changing petrol tank	25 laps	----
Change of engine	50 laps	50 laps
Unauthorised changing of the scooter's numbers during the race	Obligatory stop at the race box until resolution of the problem	10 laps + obligatory stop at the race box until resolution of the problem
Change of scooter	Bottom placing in the classifications	-----
Refusal to undergo an alcohol or drug test	Total ban of the race track	-----
Positive outcome of an alcohol or drug test	Total ban of the race track	-----
Unauthorised person(s) in the box area	3 laps	10 laps
Presence of unaccompanied under-16 year olds	3 laps	10 laps
Violation of the technical regulations during the race	1 lap	-----
Violation of the technical lighting regulations	1 lap	-----
Failure to leave a scooter in the 'closed-parking' area at the end of the race	Disqualification + exclusion from the race	-----
Doing a 'burn-out' on the track	Disqualification + exclusion from the race	Disqualification + exclusion from all further races

Any sanctions and penalties are the responsibility of the Clerk of the Course.

Sanctions and penalties will be published on the times table.

If a team, or a member of the team, wishes to challenge a sanction or penalty, he must present himself personally to the Clerk of the Course together with the representative of the organisers.

All decisions will be the responsibility of the organisers, who also retain the right to review, or cancel, any decision(s) taken by the track marshals, or by the Race Direction.

#### 4.16 – Flags, Signs and Signals

Green Flag = Track clear, end of overtaking ban

Yellow Flag = Imminent danger, overtaking prohibited

Flashing Light = Danger, overtaking prohibited

Yellow Flag (or flashing yellow light) + ‘Slow’ signal = Safety-Car/Bike on the track

Panel with ‘SC’ = Safety-Car/Bike

Yellow Flag with red stripes = Slippery track surface, attention

White Flag = Service vehicle on track, attention

White flag with red diagonal cross = Wet race start

Black Flag + scooter number = Immediate exit of the scooter with the indicated number

Black Flag + orange circle + scooter number = Immediate exit of the scooter with the indicated number

Red Flag = Interruption of the race. Slow return to the pits

Red Light = Interruption of the race

### 5 - Rider Equipment

Riders can only gain access the track provided they are fully equipped, and all items are in good condition (i.e. no torn, unstitched or split race leathers).

It is essential that all riders wear approved clothing and equipment. The image shows an example of suitable equipment. In order to ensure everyone's satisfaction and enjoyment, the importance of the safety aspect is of utmost importance. For this reason, competitors with non-approved or unsafe equipment will not be admitted to partake at the event. We recommend the use of a full leather suit (leathers'), or a two-piece set joined by a zip, as well as a good quality back protector, gloves, boots and helmet.



#### 5.1 – Race Leather Suit ('Leathers')

The leather suit must have adequate and modern protection systems on the elbows, shoulders and knees. Leather suits that do not meet the minimum safety requirements will not be accepted.

It is forbidden to race with equipment other than leather suits, or similar.

#### 5.2 - Gloves

Gloves that guarantee the minimum safety requirements are strongly recommended, with knuckle protectors made of material resistant to falls and scrapes, along with adequate wrist protection. The gloves must be long enough to completely cover the wrist joint overlapping the sleeve of the leather suit, so no bare skin remains exposed.

Gloves made of lightweight materials, summer gloves, gloves without wrist protection, motocross or urban-use gloves are not allowed.

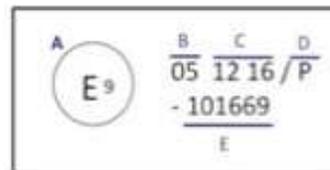
#### 5.3 - Boots

Boots must meet the same safety requirements as the rest of the equipment, so we strongly recommend the use of boots designed for asphalt track use and not touring boots (see the photo above). The use of enduro or motocross footwear must be authorised in advance.

#### 5.4 - Helmet

The minimum technical requirements for a helmet are that it must be a full-face European '05' model.

Example of the homologation type sticker (or USA homologation)



A: The 'E' indicates 'Europe', the number indicates the country where the homologation was obtained (9 = Spain, 1 = Germany, 2 = France, 3 = Italy...)

B: Indicates the ECE version of the approval directive

C: Helmet approval number

D: Letter which identifies the degree of safety of the helmet. P = 'complete protection'. Helmets with 'N/P' = 'non protective', will not be accepted

E: Serial number of the helmet.

### 6 - Preparation of the Scooter/Safety

Bearing in mind that the nature of the event requires the participation of all vintage scooters with handlebar-mounted gearchangers, the preparation of the scooter must follow the instructions below.

Every possibly dangerous or protruding part must be protected.

The ends of the handlebars must be plugged/covered and the same applies for any tube that has a supporting function.

Every moving part of the engine which could constitute a danger must be protected by a cover or casing (for example, a cooling fan).

All unnecessary accessories for the use of a 2-wheeled vehicle on a race circuit, such as luggage racks, rear-view mirrors and/or aesthetic accessories which may cause danger, must be removed.

All optical assemblies (headlamp, rear light, indicators, etc.), if present, must be masked with strong 'American' type adhesive tape, or equivalent, to avoid the loss of splinters or shards in the event of a fall or collision.

The change of speed must take place through continuous rotation of the left-hand twistgrip ('gearchanger'), having a fixed and distinct position for each single gear. Any shifting system that does not comply with this provision is prohibited.

The use of frames with fixed, or removable, load-bearing trellis structures (example: certain LML models) is prohibited.

It is permitted to modify or cut-down the bodywork provided that these alterations do not compromise the structural strength of the chassis. It is permitted to replace non-structural parts of the bodywork (mudguard, legshields, sidepanels etc.) with components made from alternative materials from the original parts. In any case, any applied modifications must take place in compliance with the original silhouette of the scooter so that its physical aspect remains as close as possible to the original model.

Maximum wheel size is 10 inches.

To respect the original characteristics, it is preferable to utilise forks compliant with the original model. However, the use of Piaggio-type single-sided forks (left or right-hand), or modern reproductions, is tolerated in all categories.

**IMPORTANT:** The scooter must be equipped with an engine shut-off system, of the tear-away ignition (lanyard) strip type, in working order, in an accessible and easily identifiable position. The shut-off system must be positioned on the handlebar, or near it, and its position must be highlighted by affixing a visible arrow in a contrasting colour with respect to that of the scooter's bodywork.

## 7 – Running Gear

### 7.1 - Frame

Whether with a load-bearing body or tubular frame, it must not have protruding or sharp parts, traces of excessive wear or advanced corrosion, especially around the engine-mounting area(s), shock absorber mounting points and fork attachment points. The engine mounting point(s) must be as per original.

Given the structure of Vespa/Lambretta frames, it is permitted to add internal or external reinforcements as long as they do not replace the load-bearing actions of the frame in any way.

The main structure of the original frame must be complete and recognizable, from the steering tube, to the attachment of the engine/swinging-arm through to the attachment of the rear shock absorber; it must remain a self-contained and load-bearing structure even in the absence of brackets and reinforcements.

It is permitted to reduce the width of the front legshields and footboards to a minimum width of 35 cm.

Legshields, footboards or sidepanels can be modified only if replaced by components manufactured in fiberglass or carbon-fibre, which replicate the original shape of the scooter. All components must be well fixed, manufactured in a correct manner and robust enough in order to ensure the rider's protection in the event of a fall.



All the modifications mentioned above are permitted as long as they do not compromise the general structural sturdiness of the frame.

Reinforcements, perimeter bars and buffers are permitted to protect the bodywork or engine parts (e.g. fans, carburetors, etc.). The use of Teflon strips instead of cylindrical-shaped buffers is strongly recommended; the use of cylindrical buffers is permitted provided they do not protrude from the line of the scooter.

In the case that your scooter has metal legshields, we strongly advise you to install a metal beading with a round profile, or to weld a steel rod around the outside. Alternatively, it is also permitted but not recommended, to fold-over the external lip of the legshields, footboards or bodywork. In any case, the perimeter of the legshields and footboards must not have any sharp parts.

It is permitted to drill the sidepanels to allow adequate ventilation of the engine, provided that a space equal to, or greater than, the diameter of the drilled hole itself is left between one hole and another - which in any case must not be large enough to allow the introduction of a finger. Any other type of hole must be protected by a wire mesh that prevents passage.

It is permitted, but strongly discouraged, to cut the part on which the chassis numbers are stamped. Instead, it is recommended to leave it attached to the frame, perhaps folding it over if deemed necessary for aesthetic reasons.

It is permitted to cut the battery-tray-holder support section to allow better rear wheel access on Vespa PX models.

It is permitted to mount a reinforcing bar, fixed to the frame by either welding or bolts (preferred method), in a position that is not too high up in its position, so that the characteristic 'step-through' accessibility of a scooter is maintained. The reinforcement must remain inside the central tunnel. In order to ensure maximum safety in the event of a fall, it is mandatory to close the lower open space (fixed in at least 4 points) between the reinforcing bar and the frame/legshields below. Both the reinforcing bar and material for the closure of the open space must be well fixed and sturdy. The material that can be utilised to close off the aperture can be either (minimum) 1.5mm thick sheet metal/aluminium or alternatively (minimum) 3mm thick plexiglass or polycarbonate.

It is absolutely forbidden to vary the mounting point of the engine to the frame, or to modify the wheelbase by lengthening, or shortening it.

The handlebars must be fitted with a cover and it is mandatory to plug the speedometer and headlight mounting holes with soft, non-metallic materials such as fiberglass or plastic etc.

The brake and clutch levers must be equipped with ball-ends.

In the event of a fall and breakage, they must be replaced immediately if the length of the missing part is greater than 2.0cm.

The fitment of a centre or side stand is prohibited.

Any modification made to the frame (welding or cutting) falls under the total responsibility of the rider as regards to the structure of the frame. Nonetheless, any scooter with structural modifications to the frame, deemed dangerous or unsuitable, may be refused access to the track.

Scooters participating in the 'cross' specialty, that have had partial removal of the rear part of the bodywork, are admitted on condition that the removed part is replaced using a metal or fiberglass section.

## 7.2 - Wheels

For safety reasons, the use of tubeless wheel rims is recommended, which limit the risk of punctures and damage to the tyres. The maximum size allowed is still 10 inches.

## 7.3 - Forks

The forks may be of the same type, or different from the type originally present on the scooter. They must be sufficiently robust and shall not have excessive wear. They must be fitted correctly without play in the steering bearings and fitted with a lateral dead-stop either side.

## 7.4 - Steering damper

The use of steering dampers is allowed provided that their positioning respects the safety of the driver and the other participants in the competition. Neither the main shaft nor the steering damper body must be capable of causing hindrance or danger under racing conditions.

The organisers reserve the right to request their removal in the event that they are deemed unsafe for use in competition.

### 7.5 - Shock absorbers

The choice of shock absorbers is free, nevertheless they must in no case show excessive wear or give the scooter a behaviour that is incompatible with the use of a 2-wheeled vehicle on a race circuit. Their fixing points must be mechanically resistant.

### 7.6 - Brakes

The scooter must be equipped with two independent and functioning braking systems, one on the front wheel and one on the rear wheel. They can be either drum or disc-type. They must be effective enough in relation to the power developed by the engine and the weight of the vehicle. All operating components of both braking systems must be in perfect working order. The braking system, considered as a whole, may be drum, disc or mixed.

Modifications and conversions for the adoption of front and rear disc brakes are allowed with preference for the widely-used commercial kits.

### 7.7 - Tyres

The size and type of tyres are defined for each category. They must not show any signs of abnormal wear. The use of any product that modifies the technical characteristics of a tyre is prohibited, as is the alteration of the original dimensions of the tyre. The inflation pressure must be sufficient enough not to cause excessive tire deformation.

The use of electric tyre-warmers is prohibited.

### 7.8 – Fuel Tank and Fuel

The choice regarding the type of fuel tank and its capacity is free, within the limitations defined for each category, but the material must guarantee sufficient resistance in the event of a fall. It must be correctly fastened, must not leak, and in any case, must be protected in the event of a fall. The filler hole must be closed by means of a air-tight cap which must remain locked in position even with the fuel tank rotated (example: in the case of a fall). The use of protective sponge for the fuel tank is recommended.

It can be positioned in the original housing or in the central area of the frame between the handlebar and the rear part of the body, above the level of the foot-pegs and/or the central beam. The maximum width of the petrol tank section positioned between the handlebar and the rear body is 20cm. This measurement does not include any fittings or external piping to determine the internal fuel level. For safety reasons, in the event that prefabricated plastic motorcycle tanks are adapted and originally intended for exclusive use on cross, enduro, track or road bikes, the maximum measurement is increased to 21cm, but in this case the use of external tubing to indicate fuel level is not permitted.

The petrol tap must be accessible from outside the bodywork, with a clear indication of the 'Closed' position.

The fuel used must be standard, (road-going) petrol pump-type fuel. Special fuels, or additives such as Octane Booster or Nos are not permitted.

### 7.9 - Lighting system

Front and rear lights are mandatory, except in the case of events which take place between sunrise and sunset, or competitions on wet or rainy tracks.

In case of rain, or a wet track, it is mandatory to illuminate the rear light.

The front headlight must be white in colour, must be firmly fixed to the handlebars, in its original position. The rear light, red in colour with a fixed luminous signal, must be firmly fixed in a central position within

the rear part of the bodywork, flush with the bodywork or recessed, so that it is clearly visible and away from the lower edge of the bodywork.

The headlamp and taillight must be adequately protected by a plastic film (such as coloured or transparent adhesive tape) to prevent the dispersion of fragments or shards in the event of an accident.

The lighting system can be powered by direct power from the stator, with or without a supplementary battery, or directly by a sealed battery ('dead loss').

If a battery is used, it must be in good condition and firmly fixed to its support to prevent accidental leakage of electrolyte even in the event of a collision.

The front headlight must be of adequate power to illuminate the track. The front light and the rear light must in no way dazzle the other competitors.

On the bodywork, it is permitted to install LED light strips of modest power to identify the scooter in the race. The strips must be firmly fixed to the bodywork to prevent them from accidentally detaching and falling off.

## **8 – Power Unit (Engine)**

### *8.1 - Engine*

The engine must be an air-cooled 2-stroke single cylinder unit.

The crankcases must be those originating from the specific type of scooter, or derived from the same family of scooters, or even a modern reproduction of the same. The cylinder assembly can be original to the specific scooter, or different. The cylinder capacity, power and type of engine are free within the limitations set for each category (please refer to the definition of the categories).

For safety reasons, the engine and gearbox casings, as well as the cylinder assembly, must be properly sealed and not show any leakage of liquids (oil, petrol, or other).

The engine oil filler and drain screws/plugs must be securely fastened and fitted with a safety-blocking mechanism to the engine crankcase (for example: a thin wire passing through the head of the screws, which is in turn fixed to the engine crankcase).

For safety purposes, it is advisable to mount a rotating, or retractable kickstart pedal that does not protrude more than 2.0cm from the shape of the scooter. It is permissible to bend the original pedal so that it does not protrude from the frame's outline. The organization reserves the right to exclude scooters with pedals exceeding the shape of the scooter or missing the pedal dead-stop.

### *8.2 - Carburettor*

The choice of type and size of the carburettor used is free, within the limitations for of each category (refer to the definition of the categories). They must not leak petrol and the use of a liquid overflow drip tray or recovery bottle/tank is recommended.

### *8.3 - Power Supply*

The type of power supply can be original to the engine type or different from the original, within the limitations set for each category.

### *8.4 - Ignition*

The choice for the type of ignition used is free, within the limitations set for each category (refer to the definition of the categories).

### 8.5 - Transmission and Gearing

The type of transmission used must be the original one of the engine used. The choice of transmission ratios (primary and secondary) is free within the limitations set for each category (refer to the definition of the categories).

### 8.6 - Exhaust

The choice of the type of exhaust used is free within the limitations set for each category (please refer to the definition of the categories). The fastening of the exhaust system, and its various components, must be mechanically resistant. The exhaust system must be in good condition to ensure that it is sealed enough to prevent oil from leaking onto the track. The exhaust system must not exceed a sound level of 105 decibels. The exhaust silencer (tailpipe) must necessarily be equipped with sound-absorbent material.

Any scooter whose exhaust system does not comply with these rules will not be allowed on the track.

## 9 - Categories

The categories admitted to the event are specified below:

### 9.1 - SCOOTERS DERIVED FROM MASS PRODUCTION (DDS)

This category includes all the vintage scooters listed below with an original Piaggio, Innocenti, LML, Bajaj, Serveta, etc. chassis, cylinder assembly mounted in the same way as the original (i.e. not rotated), carburettor mounted in the original position, or in its proximity (no carburettors are allowed to protrude from the scooter's bodywork), original petrol tank housed in the under-seat position, and whose characteristics fall within the following limitations:

#### Vespa Small Frame (Primavera, ET3, Special, PK, V, FL, etc.):

- Original petrol tank housed under the seat. It is permitted to modify the petrol tank by replacing the original cap with a plastic one (including modifying the filler neck to accommodate it) as used on PX Arcobaleno and PK XL models. The use of the petrol tank originating from Vespa PK Automatica ('Roma') models is prohibited;
- Original crankcase, or reproduction which can house any mechanical component that can be installed in the original crankcase (therefore, crankcases that require a specific crankshaft are excluded);
- Crankcase induction (by either reedvalve or rotary valve crankshaft induction);
- Intake manifold fixed by at least 2 studs in their original fixing points; it is forbidden to weld the manifold to the crankcase;
- Forced air cooling;
- Cast iron cylinder, specific for Vespa, freely available commercially on the market and mounted to the crankcase by means of passive studs, with a 54 x 56 mm centre-centre distance;
- Side-mounted spark plug cylinder head;
- Maximum bore of 58.3mm;
- Maximum stroke of 54mm;
- Maximum carburettor diameter of 24mm, without any machining;
- Exhaust composed of two pressed-steel shells welded together (no expansion chamber) mounted on the left side of the engine in the traditional position (as per the Vespa ET3 model), such as those manufactured by Giannelli, Malossi, Proma, Fresco, Polini, Sito, etc. It is permitted to replace the exhaust manifold with a larger-diameter alternative, but the main silencer body of the exhaust cannot be modified in any way (for example: by eliminating or altering it internally, modifying the volume or altering the diameter of the inlet or tailpipe). Modification of the engine crankcase support bracket is permitted;

- Free choice for the type of ignition (for example: Vespatronic, SIP, Malossi, etc.) as long as it is not programmable and with the manufacturer's original mapping. It is permitted to vary the ignition curve of the systems with a fixed advance by using a special control unit, as long as this is not programmable (for example: Kytronic, CAV, etc.);
- Free choice of gearbox type, with a limitation of 4-speeds.

#### Lambretta Small Frame (Lui, Junior, ecc.):

- Original type petrol tank mounted under the seat, with a maximum capacity of 5.5 litres provided that the filler neck and relative filler cap are derived from Innocenti (LI, LIS, SX, TV, DL, GP, J, etc.) and the shape complies with the silhouette of the original petrol tank;
- Original crankcase, or reproduction which can house any mechanical component that can be installed in an original crankcase (therefore, crankcases that require a specific crankshaft are excluded);
- Cylinder inlet (by reedvalve induction or piston-ported induction);
- Intake manifold mounted with at least 2 studs; it is forbidden to weld the manifold to the cylinder;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Lambretta, freely available commercially on the market and fixed to the crankcase by means of passive studs positioned with a 78mm centre-centre distance;
- Side-mounted spark plug cylinder head;
- Maximum bore of 60mm;
- Maximum stroke of 48mm;
- Maximum carburettor diameter of 24mm, without any machining;
- Exhaust composed of two pressed steel shells welded together (no expansion chamber) mounted in the traditional position, such as for example: CP MaxiBox, Clubman, etc. It is permitted to replace the exhaust manifold with a larger-diameter alternative, but the main silencer body of the exhaust cannot be modified in any way (for example: by eliminating or altering it internally, modifying the volume or altering the diameter of the inlet or tailpipe). Modification of the engine crankcase support bracket(s) is permitted;
- Free choice for the type of ignition (for example: Lunatronic or Casa Performance) as long as it is not programmable and with the manufacturer's original mapping. It is permitted to vary the ignition curve of the systems with a fixed advance by using a special control unit, as long as this is not programmable (for example: Kytronic, CAV, etc.);
- Free choice of gearbox type, with a limitation of 4-speeds.

#### Vespa Large Frame (PX, LML, Sprint, Cosa, ecc.):

- Original petrol tank housed under the seat. It is permitted to modify the petrol tank by replacing the original cap with a plastic one (including modifying the filler neck to accommodate it) as used on PX Arcobaleno and PK XL models.
- Original crankcase, or reproduction which can house any mechanical component that can be installed in an original crankcase (therefore, crankcases that require a specific crankshaft are excluded);
- Crankshaft-controlled rotary valve crankcase induction;
- Forced air cooling;
- Cast iron cylinder, specific for Vespa, freely available on the market and fixed to the crankcase by means of passive studs having 64 x 56mm centre-centre distances;
- Maximum engine capacity of 193 cc;
- Maximum carburettor diameter of 30mm, without any machining;

- Exhaust composed of two pressed steel shells welded together (no expansion chamber) mounted in the traditional position under the footboards, for example BGM Big Box, SIP Road, Polini Original, Faco, etc. Modification of the engine crankcase support bracket is permitted;
- Free choice for the type of ignition (for example: Vespatronic, SIP, Malossi, etc.) as long as it is not programmable and with the manufacturer's original mapping. It is permitted to vary the ignition curve of the systems with a fixed advance by using a special control unit, as long as this is not programmable (for example: Kytronic, CAV, etc.);
- Free choice of gearbox type, with a limitation of 4-speeds.

#### Lambretta Large Frame (LI, SX, Special, DL, ecc.):

- Petrol tank mounted in the original position;
- Original crankcase, or reproduction which can house any mechanical component that can be installed in an original crankcase (crankcases that require a specific crankshaft are excluded) with a maximum crankcase mouth diameter of 70mm and cylinder stud positions that are 83 mm apart;
- Piston-ported induction;
- Intake manifold mounted with at least 2 studs; it is forbidden to weld the inlet manifold to the cylinder;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Lambretta, freely available on the market and fixed to the crankcase by means of passive studs;
- Maximum engine capacity of 202cc;
- Carburettor with a maximum of diameter 30mm, without any machining;
- Exhaust composed of two pressed steel shells welded together (no expansion chamber) mounted in the traditional position on the right-hand side, under the engine, for example: Gori, Clubman, etc. Modification of the engine crankcase support bracket(s) is permitted;
- Free choice for the type of ignition (for example: Varitronic, Casa Performance etc.) as long as it is not programmable and with the manufacturer's original mapping. It is permitted to vary the ignition curve of the systems with a fixed advance by using a special control unit, as long as this is not programmable (for example: Kytronic, CAV, etc.);
- Free choice of gearbox type, with a limitation of 4-speeds.

#### *9.2 - SCOOTER SUPERSPORT (SS)*

This category includes all the vintage scooters listed below with original Piaggio, Innocenti, LML, Bajaj, Serveta, etc. chassis, with the petrol tank housed in the under-seat compartment or position, with no limitations regarding cylinder capacity, whose characteristics fall within the following limitations:

#### Vespa Small Frame (Primavera, Et3, Special, PK, V, FL, etc.):

- Petrol tank mounted under the seat;
- Original crankcase or reproduction freely available commercially, which can house any mechanical part that can be installed in an original crankcase (with the exception of the crankshaft);
- Free choice of induction method, into the crankcase or the cylinder;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Vespa and mounted to the crankcase by means of passive studs, having centre-centre distances of 54 x 56mm;
- Maximum engine capacity of 155cc
- Free choice of carburettor;
- Free choice of exhaust;

- Free choice for the type of ignition (for example: Vespatronic, SIP, Malossi);
- Free choice of gearbox, with a limitation of 4-speeds.

Lambretta Small Frame (Lui, Junior, ecc.):

- Petrol tank mounted under the seat;
- Original crankcase or reproduction freely available commercially, which can house any mechanical part that can be installed in an original crankcase (with the exception of the crankshaft);
- Free choice of induction method, into the crankcase or the cylinder;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Lambretta and mounted to the crankcase by means of passive studs having a centre-centre distance of 88mm;
- Maximum capacity of 225 cc;
- Free choice of carburettor;
- Free choice of exhaust;
- Free choice for the type of ignition (for example: Lunatronic, Casa Performance);
- Free choice of gearbox, with a limitation of 4-speeds.

Vespa Large Frame (PX, LML, Sprint, Cosa, ecc.):

- Petrol tank mounted under the seat;
- Original crankcase or reproduction freely available commercially, which can house any mechanical part that can be installed in an original crankcase (with the exception of the crankshaft);
- Free choice of induction method, into the crankcase or the cylinder;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Vespa and mounted to the crankcase by means of passive studs with 64 x 56mm or 64 x 68 mm centre-centre distances, or with studs having the same pattern as the original Vespa 200 crankcase (Rally, PX, etc.);
- Maximum engine capacity of 245cc;
- Free choice of carburettor;
- Free choice of exhaust;
- Free choice for the type of ignition (for example Vespatronic, SIP, Malossi);
- Free choice of gearbox, with a limit of the 4-speeds.

Lambretta Large Frame (LI, SX, Special, DL, etc.):

- Petrol tank mounted under the seat;
- Original crankcase or reproduction freely available commercially, which can house any mechanical part that can be installed in an original crankcase (with the exception of the crankshaft); with a maximum crankcase mouth diameter of 75mm and cylinder stud positions that are 88mm apart;
- Cylinder induction, either by reedvalve or ported-piston;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Lambretta and mounted to the crankcase by means of passive studs;
- Maximum engine capacity of 245cc;
- Free choice of carburettor;
- Free choice of exhaust;
- Free choice for the type of ignition (for example: Varitronic or Casa Performance);
- Free choice of gearbox, with a limitation of 4-speeds.

### *9.3 - PROTO SCOOTER (SP)*

This unique category includes all the vintage scooters with frames manufactured by Piaggio, Innocenti, LML, Bajaj, Serveta, etc., which do not fall within the previous categories, and have the following limitations:

- Free choice of the petrol tank mounting position, with a maximum capacity of 12 litres;
- Original crankcase or reproduction freely available commercially, and which can house any mechanical part that can be installed in an original crankcase (with the exception of the crankshaft and cylinder);
- Crankcase or cylinder induction, controlled by reedvalve, rotary valve or piston-ported;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Vespa or Lambretta;
- Free choice of engine capacity;
- Free choice of carburettor size;
- Free choice of exhaust;
- Free choice of ignition;
- Free choice of gearbox and number of gears.

### *9.4 - SCOOTER SUPER PROTO (SSP) valid only for 2023 and for the 'Rabbit24H' event*

This unique category includes all the vintage scooters with frames manufactured by Piaggio, Innocenti, LML, Bajaj, Serveta, etc., which do not fall within the previous categories, and have the following limitations:

- Free choice of the petrol tank mounting position and capacity;
- Original crankcase or reproduction freely available commercially, and which can house any mechanical part that can be installed in an original crankcase (with the exception of the crankshaft and cylinder);
- Crankcase or cylinder induction, controlled by reedvalve, rotary valve or piston-ported;
- Forced air cooling;
- Cast iron or aluminium cylinder, specific for Vespa or Lambretta;
- Free choice of engine capacity;
- Free choice of carburettor size;
- Free choice of exhaust;
- Free choice of ignition;
- Free choice of gearbox and number of gears.

**In the event of a dispute, the prevailing set of Race Regulations, is the Italian language version**