



**PINASCO**

**VESPA THE RESISTANCE 2020 TECHNICAL RULES**

Nov 2019 -Enric Mollón - [teamvespabarcelona@gmail.com](mailto:teamvespabarcelona@gmail.com)

## CONTENTS

1. THE TEST
2. LICENCES\*
3. SIGNALS
4. CATEGORIES
  - a. SPECIFIC TO ALL CATEGORIES
  - b. LARGEFRAME SERIES CATEGORY
  - c. PROTO CATEGORIES
    - i. SMALLFRAME
    - ii. LARGEFRAME
  - d. SP1 CATEGORY
5. TECHNICAL SCRUTINEERING
6. TEAM
7. RIDERS' EQUIPMENT
8. MEDICAL CHECK
9. BEHAVIOUR ON THE TRACK
10. BEHAVIOUR IN THE PIT LANE
11. BEHAVIOUR IN THE BOX AREA
12. REFUELLING
13. RELAYS\*
14. TEST INTERRUPTION
15. STOPPING THE TEST
16. FINISH
17. FINAL RANKINGS
18. SUSPENSION OR POSTPONEMENT OF THE EVENT
19. COMPLAINTS/CLAIMS
20. FLAGS/ILLUMINATED SIGNS
21. CONTACT
22. PENALTIES
23. CORRECTIONS DURING THE RACE
24. ACCREDITATION SCHEDULES

## November 2019 Updates

- Page 16 we updated the penalties adding a point where the scooter can't get out of the box.
- Page 6 just added a clarification about **extra fuel tank for smallframe proto is not allowed**
- Page 11, update the helmet regulation with double D for safety is mandatory for all helmets and the regulation document is updated.
- Page 7, updates about plate number and noise regulation.
- **No Page, Indication about all the upregulations with bracelets and unauthorized changes of bracelets, the sanction will be the exclusion of the race.**
- La entrega de acreditaciones será solo Viernes durante las Verificaciones administrativas y Sábado hasta las salida a las 12:00



## 1 THE TEST

Vespa The Resistance will take place in 2019 at the Circuito Internacional de Zuera, which has a total length of 1.7km. All participants should regard the event as a free and voluntary activity, entering into it of their own free will and at their own risk.

With this in mind, all riders and teams must sign a document whereby they accept the rules and regulations stipulated, as well as an agreement, in order to carry out the event correctly and safely. Through the signature of said document, participants must also understand that it is a non-profit activity on the part of the promoters in which each participant is solely responsible for their actions, and cannot hold the organisers nor the owners of the circuit responsible for any of their individual actions.

## 2 LICENCES

Riders who are members of the federation and have a certified or private licence can take part in the test. The minimum age for participation is 18 years.

If a rider does not meet the age limit requirements, he or she should provide an accreditation document signed by his or her tutor, agreeing that he or she may take part in the test.

## 3 SIGNALS

Throughout the entire competition, riders must strictly follow the indications specified in the annexes 021 and 022 of the general RFME rules.

## 4 CATEGORIES

Only Vespa-type scooters (or copies) and two-stroke Lambrettas, with gear shift, are permitted to enter the test. Automatic engines are not permitted. The event organisers reserve the right to open a new category 'Open', should they wish to do so.

### *4a SPECIFIC TO ALL CATEGORIES*

#### **TRIMMING**

The intention of the organisation is that the scooters are to be recognisable as Vespas and, above all, that they maintain the originality of the brand. The teams that have already participated in previous editions (including other races) that exceed these limits are not exempt from adhering to this regulation.

With this in mind bodywork trimming is not permitted.

In technical scrutineering, sharp edges will be observed. If any areas of the chassis show to be sharp, the scooter may not participate in the test until the issue is resolved.

## HANDLEBARS AND/OR COVERS

With regards to the handlebars, they must have the same dimensions as the series handlebars. The organisation strongly recommends using series handlebars. Due to limited availability, few can use handmade handlebars, but if used, they must be of the exact same measurements as the series handlebars.

Furthermore, riding adjustments may be made for the comfort of the riders, but they must always keep to the aforementioned measurements. This allows for variation in the openings of the semi-handlebars.

The use of handlebars that are not exactly the same as the originals is prohibited.  
An upper cover or handlebar cover must be used.

The measurement limits of handlebars are as follows:

### LARGEFRAME

Total width of handlebars - 70cm Height of handlebars - 100/101cm Max. protrusion of lever - 3cm

### SMALLFRAME

Total width of handlebars - 70cm Height of handlebars - 100/101cm Max. protrusion of lever - 3cm

## DRILLING THE BODYWORK

For safety reasons, the maximum diameter of any hole in the bodywork which does not belong to the original bodywork is 6mm. The hood and front fairing may have holes added, provided there is a space the size of one hole in between one hole and the next. The central and lower parts of the chassis must not be drilled. The area where the battery is located may also be trimmed so that the rear wheel can be removed more easily. The use of a front fender is mandatory for all categories.

## LIGHTS

All scooters must have a headlight (white) and a rear light (red). "Certified" lights other than the originals are permitted, including LED lights, provided they give sufficiently illuminate the track. Simple flashlights or lights that do not illuminate the track sufficiently are not permitted.

Blinking LED lights are not permitted. All lights must solid so that the rest of the test participants are not distracted. LED lights must be securely fastened so that they don't come loose or fall off during the test.

## FRONT LIGHTS

The headlight must be the original or one of similar characteristics to the original, and located in the area of the handlebars. More illumination may be added, but the primary light must be that of the handlebars. The optical glass/plastic lens must be covered with transparent adhesive tape. LED lights are permitted provided they give enough illumination to the track.

## REAR LIGHTS

Using the original light is recommended, however, LED lights are also permitted provided they are fastened securely to the scooter and that they are visible at a distance of 100m.

If the light stops working, the participant must go to the box area to repair it.

Lights must be turned off during refuelling, with the exception of LEDs.

A battery may be used to power the light system. It must be sealed or closed.

Electric motor starters are prohibited.

## FUEL TANKS

Additional fuel tanks may be used provided they are made from plastic or aluminium, preferably not iron. Iron tanks may be accepted provided that they do not present a risk of sparking in the case of a fall/crash (only largeframe proto, and SP1 categories) **Not smallframe proto**

Using the original fuel tank, without any modifications that affect capacity, is mandatory for series categories.

### **CHASSIS**

Using a stand, support or sidestand connected to the scooter is not permitted.  
A hood must be used in all categories.

### **HANDLEBAR LIMITS OR PROTRUDING ELEMENTS**

Using supports that protrude from the scooter, on the outside of the conventional Vespa model chassis, is prohibited.

This means that any elements with nylon sliders used for handlebar protection, or supports to attach the stand to the back of the scooter, are completely prohibited.

The only protruding elements which are permitted are the brake levers and, in some cases, the kick start lever.

Nylon sliders may be used on the side fairing of the scooter.

### **NOISE REGULATION**

This year will bikes will have a sound test to avoid excessive noise, being 94 +- 5 the maximum decibels allowed.

### **REFUELLING**

During refuelling the scooter must be placed on a support stand. The stand must be able to hold the scooter upright without any assistance from the team. The stand must not be connected to the scooter (no sidestands).

### **NUMBER PLATE DEFINITION**

In 2018 there will be specific combinations of colours and sizes for the number plates. It can be white or yellow numbers over black background or black numbers with yellow or white background. We recommend using reflectant numbers. Size must be equal or higher than: 18cm of height and 15,5 of width, and the separation (between numbers) should not be lower than 1cm

### **CHANGING SCOOTERS/ENGINES**

Changing scooters or engines is permitted but said changes are subject to a penalty (see Penalties section). In both cases, both the scooter and the engine used as a replacement must pass technical scrutineering prior to the race. The organisation and the scrutineering team must be made aware of the additional engine in order to properly identify and mark the components. Neither engines nor scooters will be verified during the race.

## **4b LARGEFRAME SERIES CATEGORY**

Largeframe Series are considered to be those Vespas strictly without modifications, i.e. they have all of the original components of the series (this can include parts from other models within the Largeframe category). The cylinders must be of the original 200cc type. About the chasis **is not allowed to add anti torsion bar in the middle of the bike.**

### **TECHNICAL ASPECTS OF THE ENGINE**

All parts must be the originals (except for the piston and the connecting rod in which case they must have characteristics as close to the originals as possible).

Filing down and perforating is permitted.

This regulation includes the adjustment of parts to a large extent, therefore all components may be lightened/modified provided they are from the same series.

Stroke of the connecting rod is 57 (largeframe).

### **CLUTCH**

Must be the original, although modifications are permitted, provided they are based on the original materials.

Carbon discs (or similar) are not permitted.  
Reinforced springs are permitted.

#### **CARBURETTOR**

Must be the original, although modifications are permitted provided they are based on the original materials.

#### **AIR FILTER**

Must be the original, although modifications are permitted provided they are based on the original materials.  
Participating without an air filter is permitted.

#### **SPROCKETS**

Must be the originals, although modifications are permitted provided they are based on the original materials.  
Using a short 4th gear is prohibited.

#### **MAGNETIC PLATES, COILS, CYLINDER AND CYLINDER HEAD**

Must be the originals, although modifications are permitted provided they are based on the original materials.  
Only original gaskets are permitted.

#### **BEARINGS, OIL SEALS AND SPARKPLUGS**

Free choice

#### **PISTON**

Considering that reboring the original cylinder is permitted, the next maximum diameter of piston is allowed. Maximum of 3 rebores:

200 piston maximum 66.9mm in a 671mm cylinder. 57mm stroke.

Other brands of pistons are permitted, provided they have characteristics identical to the originals.

#### **EXHAUST**

Only the original or similar are permitted. (Sip road - PERMITTED).

Filing down the exhaust is permitted, as well as adding more exit holes for fumes and modifying the interior.

Racing without an exhaust is not permitted.

A sonometric test will be carried out should the organisation deem it necessary.

If the model is PX 125, it will be placed in the Largeframe Series category (this is important with regards to difference in power and to avoid disputes between teams and the organisation).

Teams which attempt to compete with PX 125 should be aware that no category change will be allowed.

If the model is T5, it will be placed within the Largeframe Series category.

### **4c PROTO CATEGORIES**

#### **I. SMALLFRAME**

Smallframe Proto Vespas are considered to be those with "small" crankcases, such as those belonging to PK and PRIMAVERA models.  
Maintaining the original chassis and crankcase of the Vespa is obligatory.

You will find the maximum configurations of this category below:

- Maximum cylinder capacity 142cc
- Iron cylinders (NOT ALUMINIUM)
- Maximum cylinder stroke 54mm
- Oversize of pistons (references: Polini/Malossi)
- 58'3 = 142cc (Malossi)



- 57'8 = 141'6 (Polini)
- Maximum carburettor diameter is 30mm
- Only engines with air cooling
- Only 'street' type exhausts permitted
- *Cone and reverse cone exhausts are prohibited*
- *Only welding/joining of exhaust parts is permitted, for example, the exit of the exhaust and the elbow and the belly of the exhaust.*

Examples of permitted exhausts:



## ii. LARGEFRAME

For the Largeframe Proto category, there is no restriction with regards to the preparation of the engine. Crankcases must be Vespa type, and New Age engine blocks may be used.

### 4d SP1 CATEGORY

In this category, in which Smallframe Vespas without any type of limitation with regards to the engine are categorised, the following can participate:

- Engines bigger than 142cc
- Aluminium cylinders
- Engines without air cooling
- Vespa-type crankcases which aren't the originals (CNC/GPOne/Quattrini/BSG)
- Engines with cut exhausts or in the style of 'racing only'
- Only 1 cylinder

## 5 TECHNICAL SCRUTINEERING

Technical scrutineering will take place in a designated area or in the box of each team (this will be communicated prior to the race). If the scooter does not pass the technical checks it cannot enter the track. This is a strict and indisputable rule.

Scooters that are not safe for their riders or the other participants are not permitted to compete. This refers to sharp or pointed edges, or parts which are liable to fall off.

After passing technical scrutineering and before the test, both Smallframe and Largeframe teams must present themselves with the hood disassembled.

### NON-MANDATORY:

Spare wheel, glove box.

Hoods in the proto category, provided they are not in contradiction to the regulation on sharp edges or corners.

Kick start lever

The use of a steel plate or similar is recommended to protect the gear changer for Largeframe scooters.

### **MANDATORY:**

Fixing the transponder to the front of the scooter so that it is clearly visible (front-left), making sure that it cannot be lost, and returning it after the test.

Having a stop button, the position of which must be indicated/visible.

Having “fastened” motor oil filler caps and sump screws. They must be securely fastened to the crankcase (e.g. through a wire which passes through the screw and attaches to the crankcase).

A white headlight and a rear light (red), plus two spare bulbs. If LEDs are used, participants must have spare LEDs.

Entering the scrutineering with the correct items of personal safety such as overalls, helmets, gloves and fuel canisters for refuelling since they all must also be checked.

All team members must enter into the scrutineering area in order to issue the appropriate badges.

All of the team’s riders’ equipment must be presented for scrutineering although the riders themselves do not need to be present. That said, it is recommended that all riders are present when presenting the equipment where possible.

Certification is important. Please take into account that the riders who compete must wear approved gear.

The following images illustrate acceptable overalls and equipment.

We want to make safety primary and for this reason no uncertified or unsafe equipment will be accepted.

## **PRINCIPAL ELEMENTS IN THE TECHNICAL SCRUTINEERING**

Scooter parts:

- Support or stand for refuelling in the box
- Fuel tank and supplementary fuel tank
- Sharp edges
- Engine stop system
- Light system, front and rear (including spare lights)
- Loose or dangerous parts
- Brake levers
- Scooter numbers – Only combinations specified in the change control are valid.
- Front and rear brakes
- Front and rear tyres
- Suspension
- Exhaust
- Carburettor
- Ventilator
- Spare engine (see Penalties section)

NOTICE

In the case that a replacement scooter is brought, it must pass technical scrutineering before the race (see Penalties section). Teams who do the following will be excluded from the event:

- Oppose the technical scrutineering.
- Show an unacceptable attitude towards the organisation or its representatives.
- Do not pass technical scrutineering.

The organisation of Team Vespa Barcelona may carry out the amount of technical scrutineerings it deems necessary throughout the competition. Should the organisation detect any anomaly or deficiencies in any scooter, the team responsible must resolve the issues before returning to the track.

## 6 TEAM

Every team must consist of a minimum of one scooter, a minimum of four riders and a maximum of six, plus a mechanic (where possible). No more than seven members of the team are permitted to enter the box area closest to the track, including the Team Manager.

Changing teams during the race is not allowed, and riders are not permitted to race with any scooter other than the one they registered with before the start of the race.

When registering for the event teams should provide at least the following information:

- Name of the team
- Category/model of Vespa/Lambretta
- Names, IDs and postal codes of the riders, mechanics and Team Manager
- Mobile phone number
- Email address
- Report of the scooter's equipment (Smallframe proto/Largeframe proto/SP1)

The scooter numbers awarded in previous editions will be maintained (for more information see the Team Vespa Barcelona website). These must be placed in the following locations and visible to all: on the front of the scooter, on the left side and on the right side. The number must be visible at a distance of approx. 50 metres and must remain within the sizes specified. It is essential that the scooter number is constructed in such a way that it will stay fastened onto the scooter and visible throughout the entire event. No scooter numbers will be awarded by the organisation at this edition of the event, meaning every team must provide their own, taking into account the above specifications.

## 7 RIDERS' EQUIPMENT

While on the track, every rider must be equipped with: a certified full helmet, protective gloves specifically made for use on scooters or motorcycles, and leather racing overalls. The entire garment must be properly closed/fastened. In the event of bad weather, riders may wear waterproofs over the top of the aforementioned gear.

It must be stressed that all of the aforementioned equipment specifications are in place for the safety of every rider, therefore those items of gear which do not adhere to these safety regulations will not be accepted.



## LEATHER OVERALLS/GLOVES/BOOTS/HELMET

### LEATHER OVERALLS

Must be of similar characteristics with elbow, knee and shoulder protectors. Leather racing overalls which do not meet these minimum safety requirements are not permitted.

Riders are not allowed to race without overalls made of leather or a similar material. Cordura and Enduro overalls are not permitted.

### GLOVES

Only gloves which meet the minimum safety requirements are allowed. They must have knuckle covers made of a material which is fall and scrape resistant, and they must have wrist protectors.

Gloves made from thin materials, such as those which might be worn in summer, and those without wrist protectors are not permitted. They must be motocross gloves, rather than for 'city' use.

### BOOTS

Boots must meet the same safety requirements as gloves: They must not be 'Enduro' type or similar, and must be for use on the track. NO TOURING BOOTS ARE PERMITTED.

### HELMET

The minimum safety requirements for helmets are based on the regulations of the Real Federación de Motociclismo Español

[https://fedemoto.info/ImgFCK/file/2019/CarburantesCascos/Normativa\\_Cascos2019\\_RFME\\_15ene.pdf](https://fedemoto.info/ImgFCK/file/2019/CarburantesCascos/Normativa_Cascos2019_RFME_15ene.pdf)

Is not allowed to ride with a Motocross helmet, modular or similar

The helmet label is strictly necessary to be visible to check and all the helmets have to follow the regulations of 2019 rfme.

**Additionally it's mandatory to all helmets have the anchorage with double D. for safety.**

## 8 MEDICAL CHECK

Riders may be subjected to a medical review before the race, conducted by the organisation's medical services. Throughout the competition, the organisation reserves the right to subject any participating rider to a medical review, especially where there has been an accident, and has full power to decide if riders whose physical state is not adequate may return to the race.

Riders are prohibited from consuming drugs or alcohol during the competition. The consumption of drugs and alcohol can be deemed motive for expulsion from the competition.

## 9 BEHAVIOUR ON THE TRACK

Any movement, either on the track or in the pit lane, in which the scooter goes in the opposite direction to the race is prohibited. If oil or gasoline is leaked or spilled on the track, the rider must go directly to the pit lane/box area until the issue has been resolved.

In the case of a break down during the race, a plan which will be explained in the briefing will be put into action. This will involve removing the rider and scooter from the track provided it does not pose a risk to the rest of the participants.

If any problem should occur on the track, the Director of the race may allow the Safety Car to enter the track. In this case the white flag will be shown throughout the circuit and all participants must follow in a queue behind the Safety Car. At this time, it is necessary to circulate with extreme caution. Overtaking is not permitted at any time while the Safety Car is on the track. Once the Safety Car has left the track, the race will be resumed. Teams can refuel or change riders while the Safety Car is on the track but once the rider returns to the track, they must find the safety car and employ the above precautions, since there may be ambulances or track attendants carrying out their work.

All riders who have had an accident and must tow the scooter to the appropriate exits must wear all safety equipment (helmet, gloves, overalls) until they leave the track. If not, they will be penalised with five penalty laps.

While on the track, any type of unsporting attitudes such as shouting, hitting and any other unacceptable behaviour is strictly prohibited. Any dangerous behaviour will be penalised.

The Director of the race or his/her assistants may stop a scooter if the rider has committed an offence and assign a penalty to the team.

If a black flag is shown to a rider/scooter, the rider must go directly to their box. The reason for the black flag will be communicated to the Team Manager afterwards.

During the course of the test, the penalties issued will be communicated to the teams every 30 minutes to one hour. These penalties will also be shown on the time screen.

## 10 BEHAVIOUR IN THE PIT LANE

- The maximum speed in which riders may pass through the pit lane is 20kmph.
- During the entire test, only authorised persons are allowed in the pit lane (maximum seven people per team)
- Animals are not allowed.
- Under 16s must be accompanied by an adult.
- Smoking is strictly prohibited, except in the designated areas of the circuit.
- The pit lane must be clear of obstructions which may hinder the flow of riders, scooters or authorised personnel.
- Lighting fires and leaving gas canisters in the box and pit lane areas is strictly prohibited.
- The pit lane must be clear of materials and tools that may make it difficult to pass through, unless necessary work is being carried out on a scooter.
- If work on a scooter results in a spillage of liquid, oil or gasoline, the scooter may not leave the pit lane until the affected area has been cleaned.
- Refuelling and changing riders must be carried out in the designated zones.
- Adjustments may be made to the scooter in the pit lane, provided the time taken to carry out said adjustments does not exceed a maximum of 2 minutes. If the time exceeds 2 minutes, the scooter must go to the box.
- These repairs or adjustments may be carried out by any member of the team, although the maximum number of team members allowed to work on the scooter at any one time is four.
- Failure to adhere to the above regulations will result in a penalty.

## 11 BEHAVIOUR IN THE BOX AREA

While stopping in the box, the rider must switch off the engine of the scooter in order to carry out any type of work on it. Leaving the engine running is only permitted when carrying out a relay or any small adjustments in the refuelling area. If these regulations are not followed, the team will be subject to a penalty. Unsuitable footwear, such as high-heeled shoes, is not permitted in the box area.

## 12 REFUELLING

- The frequency of refuelling is at the team's own discretion.
- Refuelling must be carried out in the area designated by the organisation, never in the boxes.
- The organisation will designate an area for leaving all canisters.
- The scooter's engine must be switched off and only up to four people at any one time may refuel, each one being allowed to work on the scooter at the same time. Refuelling does not necessarily have to be carried out the rider.
- The use of a stand or support is obligatory during refuelling.
- Carrying out repairs is not permitted in the refuelling area. Adjustments to the scooter and its parts may be carried out provided tools are not used and that the time taken to do so does not exceed two minutes. If the time limit is passed, the scooter must go to the box, otherwise a penalty of one lap for every 30 seconds spent in the refuelling area will be incurred.
- Changing riders during refuelling is permitted.
- Refuelling by means of changing the fuel tank is prohibited.
- The canisters used to provide fuel to the scooters must be watertight and certified in order to avoid fuel leakages in the refuelling area.
- Failure to adhere to the above regulations will result in a penalty (see Penalties section in the General Rules.)
- The refuelling area must be free of any materials other than those used for refuelling such as the container and the support. Once refuelling is complete, all materials must be removed from the area.

## 13 RELAYS

The duration on the track of every relay is 65 minutes max. per relay. Every time a rider enters the track a controller will take note of the time of entry.

The minimum resting time for each rider is 20 minutes.

Changing riders can be carried out in the refuelling area or in the box.

Switching off the engine is not necessary.

In the case of a break down, the time spent in the box will be subtracted from the maximum relay time.

A form of entering and leaving the boxes will be stipulated in order to avoid congestion in the box entry area and to better the safety on the track.

## 14 RACE INTERRUPTION (red flag)

This is a resistance test and the intention is that, if possible, it does not stop under any circumstances. However, in case of force majeure, the organisers of the race may interrupt the test.

If the test were to be interrupted for reasons of force majeure after 90% of the test had already been carried out, it would be considered to be complete. In the case of a red flag, all teams must go to the parc ferme in order to propose resuming the race, respecting the positions of the scooters, although in certain cases, the organisation may decide to start the race again in a random way.

## 15 STOPPING THE RACE

If an incident relating to weather conditions, a serious accident or any other type of complication which jeopardises the race (or makes it impossible to continue) occurs during the race, the Director of the race may make the decision to stop the test using the white flags or with the Safety Car (SC) card.

Overtaking is prohibited while the race is stopped and any rider who does not adhere to this regulation will be issued with a penalty (see section 22 - Penalties).

Green flags to restart the race will be raised when the Director of the race deems it acceptable.

## 16 FINISH

When the 24 hours of the race are over, the Director of the race will show the chequered flag and the winner will be the scooter that has completed the most laps after completing the assigned penalties (if any).

## 17 FINAL RANKINGS

The rankings by category will be awarded in order of laps completed (most to least) until the chequered flag is shown and once all penalties have been accounted for.

If there are several scooters in the same category which have all finished with the same number of laps at the end of the test, the rankings will be ordered by the order in which the riders reached the finish line. If this does not make the situation clear, classification times will be used to determine the rankings.

## 18 SUSPENSION OR POSTPONEMENT OF THE EVENT

The organisation reserves the right to suspend or postpone the event under exceptional circumstances, without the obligation of compensating the participants.

## 19 COMPLAINTS/CLAIMS

Any claim, whether sporting or technical, must be submitted in writing to the Director of the race.

The deadline for submission of claims is 20 minutes after the end of the test.

When submitting the claim, a deposit of €300 must be enclosed. This deposit will not be returned if the case is resolved in a manner contrary to the claim.

## 20 FLAGS/ILLUMINATED SIGNS

- Green flag = clear track, end of prohibition of overtaking
- Yellow flag (or flashing yellow light) = imminent danger ahead, overtaking prohibited
- Flashing traffic light = danger, overtaking prohibited
- Yellow flag (or flashing yellow light) + “Slow” sign = Safety Car on the track
- Sign with the initials SC = Safety Car on the track
- Yellow flag with red stripes = loss of adhesion/grip, caution
- White flag = service vehicle on the track, caution
- White flag with red diagonal cross = rainfall beginning
- Black flag + scooter number = scooter number indicated should stop immediately
- Black flag + orange circle + scooter number = scooter number indicated should stop immediately
- Red flag = interruption of the test. Slowly return to box.
- Red traffic light = interruption of the test. Slowly return to box.
- Chequered flag = end of the test

## 21 CONTACT

- Website: [www.vtr24h.com](http://www.vtr24h.com)
- Email: [teamvespabarcelona@gmail.com](mailto:teamvespabarcelona@gmail.com)
- Facebook: [www.facebook.com/vespatheresistance](https://www.facebook.com/vespatheresistance)
- Twitter: @vesparesistance
- +34 687 78 34 12 Enric Mollón
- +34 649 33 01 85 Manel Carmona

## 22 PENALTIES

OFFENCE	SANCTIONS	RECURRENCES
Moving in the opposite direction to the race in the pit lane	Warning	3 laps
Failure to respect the speed limit in the pit lane	Warning	3 laps
Changing riders outside the designated areas	1 Lap	3 laps
Non-authorized persons in the box	Warning	10 laps
Under ages in the box	Warning	10 laps

Inappropriate behaviour	Warning	At the discretion of the judges, may result in expulsion
Overtaking during yellow flag, warning signals or when the Safety Car is on the track	Warning	1 lap
Failure to adhere to rest times	1 lap for every 10% exceeded	1 lap for every 10% exceeded
Exceeding the permitted time for making adjustments in the refuelling area (2 minutes)	1 lap for every 30 seconds exceeded	1 lap for every 30 seconds exceeded
Riding in the opposite direction to the race on the track	1 lap and annulment of the lap in which the offence was committed	
Entering the scooter in the pit lane with a different rider to that which began the relay (only permitted in cases of force majeure)	1 lap	
Failure to attend the briefing	50 laps	
Carrying out refueling incorrectly	2 laps	2 laps
Carry out repairs outside the box:	2 laps	4 laps
Receive assistance outside the pit lane (assistance in the box entry lane is permitted)	2 laps	4 laps
Failure to switch off the engine in the refueling area	2 laps	4 laps
Failing to adhere to the relay times	5 laps/change	5 laps/change
Smoking in the boxes or pit lane	<b>Offender:</b> block 2h the rider	<b>Team:</b> 5 laps
Enter technical scrutineering while intoxicated	<b>Offender:</b> block 2h the rider	<b>Team:</b> 5 laps
Consumption of narcotics	<b>Offender:</b> block 2h the rider	<b>Team:</b> 5 laps
Refueling by means of changing the fuel tank	25 laps	
Changing engines	50 laps	50 laps
Unauthorized change of scooter number during practice laps	Annulment of times	
Overtaking during a yellow flag, warning signals or when the Safety Car is on the track during practice laps	Annulment of the best time	Annulment of the two best times
Unauthorized change of scooter number during the race	Stay in boxes until incident is resolved	10 laps and stay in boxes until incident is resolved
Ride in the opposite direction to the race on the track two times in the same relay	Expulsion of the rider	



Take a short cut	Annulment of the lap in which the incident occurred	1 Lap
Take a short cut without authorization in the same relay	Annulment of the lap in which the incident occurred	Expulsion of the rider and annulment of the lap in which the incident occurred
Changing scooters	Ranked in last place	
Test positive in an alcohol test	Expulsion of the rider	
Unsporting behaviour	Expulsion of the rider	
Violation of the Technical Regulations during practice laps	Times will be annulled	
Move the Scooter out of the box	50 Laps	
Failure to leave the scooter in the parc ferme at the end of the test:	Disqualification of the team	

## 23 CORRECTIONS DURING THE RACE

In order to ensure the test is correctly carried out, the organization will be continuously checking the pace of the race and looking for any 'slow' riders on the circuit throughout the entire 24 hours of the event. 'Slow' riders will be notified that the pace of the race is superior to their own.

For the safety of all participants, the organization is free to disqualify riders who do not maintain the pace of the race.

Estimated times cannot be given, but teams may refer to times recorded in previous years.

## 24 ACCREDITATION SCHEDULES

Friday 22/05/2020

- 9:00 a 14:00
- 15:00 a 20:00

Saturday 23/05/2020

- 8:00 a 10:30
- 13:00 a 14:00
- 17:00 a 18:00
- 20:00 a 21:00

Sunday 24/05/2020

- 9:00 a 10:00

**ON THIS TIMEFRAMES THERE IS NO ACCREDITATIONS.**

Saturday 23/05/2020

- 10:30 a 13:00

Sunday 24/05/2020

- From 10:00

Outside this timeframes please ask disponibility to the race staff.