



EXPERT

ROADBOOK

1

LEG

1

SECTION

1

**DIT ROADBOOK BEVAT
*THIS ROADBOOK CONTAINS***

31

**PAGINA'S
*PAGES***

TECHNISCHE BIJSTAND *TECHNICAL SUPPORT*

Project STS
Thijs Sobry
0032 472 78 50 22

Kosten niet ten laste van organisatie - *Costs are not covered by organization*

**NOODNUMMER
*IN CASE OF EMERGENCY***

0032 (0) 468 29 01 04

Symbols – ILLUSTRATION column

Symboles – colonne ILLUSTRATION

Symbolen – kolom ILLUSTRATION



Traffic signals
Panneaux de signalisation
Verkeersborden



City or municipality entrance
Entrée de ville ou village
Begin stad of gemeente
= 50 km/h



End of city or municipality
Fin de ville ou village
Einde stad of gemeente



Church
Eglise
Kerk



Chapel
Chapelle
Kapel



Traffic-light
Feu tricolore
Verkeerslicht



Direction to follow
Direction à suivre
Te volgen richting



Speed Bump
Ralentisseur
Verkeersdrempel



Building
Batiment
Gebouw



Electricity cabin
Cabine d'électricité
Elektriciteitscabine



Industrial building
Batiment industriel
Industrieel gebouw



Railway
Chemin de fer
Spoorweg



Bridge
Pont
Brug

**private
road**

Private road
Route privé
Private weg



Kilometre point (RT)
Point kilométrique (RT)
Kilometerafstandspunt (RT)

SOMR

Stay on main road
Rester sur principale
Hoofdweg volgen

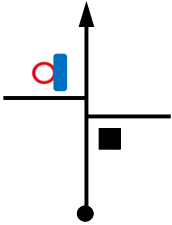
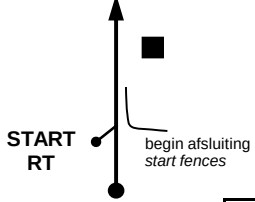
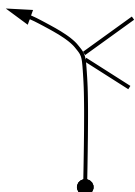
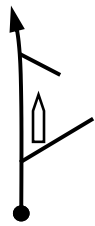
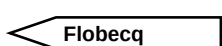
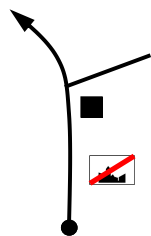
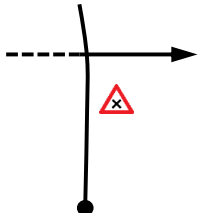
Symbols – INSTRUCTION column
Symboles – colonne INSTRUCTION
Symbolen – kolom INSTRUCTION

	Caution Danger Gevaar		Passage control (PC) Contrôle de passage (PC) Stempelcontrole (PC)
	Start of regularity section (RT) Départ zone de régularité (RT) Start regelmatigheidsproef (RT)		Time control (TC) Contrôle horaire (TC) Tijdcontrole (TC)
	End of regularity section (RT) Fin zone de régularité (RT) Einde regelmatigheidsproef (RT)		Refuel area Zone d'essence Tankzone
	Speed limit Limitation de vitesse Snelheidsbeperking Maximum speed		GPS speed check GPS contrôle de vitesse GPS snelheidscontrole Maximum speed
	Direction to follow Direction à suivre Te volgen richting		

Dit roadbook werd gemaakt vanaf de maand januari 2021 tot de maand juli 2021 en verbeterd gedurende de maand augustus 2021. Belangrijke wijzigingen die zich zouden kunnen voordoen na het verschijnen van het roadbook zullen vermeld worden in informatiebulletins. De organisatoren zijn niet verantwoordelijk voor onvoorziene wijzigingen aan de wegsignalisatie en hebben tijdens de opmaak van het roadbook gestreefd naar een gebruiksvriendelijk en gemakkelijk te interpreteren document. Daarom werden alle onbruikbare of niet relevante gegevens weggelaten. Enkel de nuttige kruispunten werden weergegeven. Tengevolge dient u, waar u zich ook op de weg bevindt, dezelfde weg te volgen tot het roadbook een wegverandering of andere richting aangeeft. De exacte locatie van een START van een RT zal gebeuren door middel van een foto weergegeven op de tijdstabel van de respectievelijke RT.

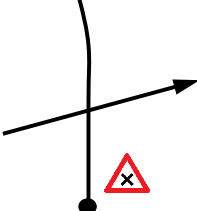
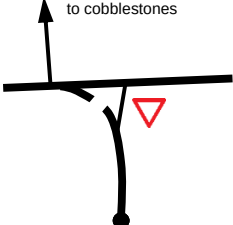
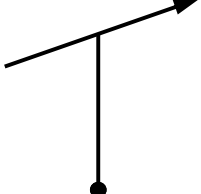
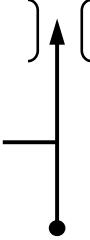
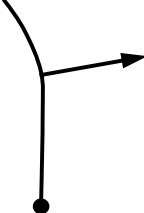
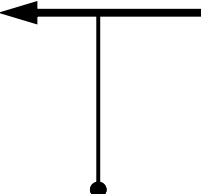
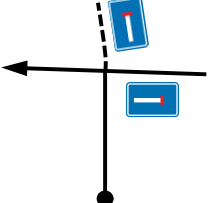
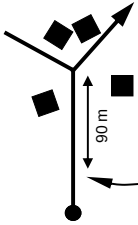
This roadbook has been prepared from January 2021 till July 2021 and corrected during August 2021. Important changes after issuing the roadbook will be described in information bulletins. The organisers are not responsible of unexpected changes in the road signaling and have paid special attention in preparing the roadbook in order to make its use and interpretation easy. For this reason information not considered useful or relevant has been omitted. Only crossroads considered as useful will be reproduced. Following this standard, whenever you are driving on the road, you must continue on the same road until the roadbook indicates a change of road or direction. The exact site of a START of a RT will be given by a photo.

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
0,00	DE PASSAGE TC	TC 1A SLOW verbinding liaison	6,32		
0,00	1		4,20	7	
0,06		Sint-Hermes basiliek	6,53		Lessinnes 11
0,06	2		0,21	8	
0,21			7,05		
0,15	3		0,52	9	
0,40		Lessinnes	9,51		Oeudeghien 6
0,19	4		2,46	10	
0,80		Lessinnes	10,20		
0,40	5		0,69	11	
2,12			10,96		
1,32	6		0,76	12	

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
11,52			13,81		 START RT 1 manned start
0,56	13		0,52	19	
11,87					
0,35	14				
12,35					
0,48	15				
12,40					
0,05	16				
12,54					
0,14	17				
13,29					
0,75	18				

1

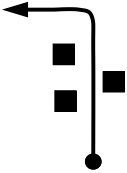
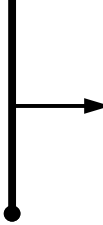
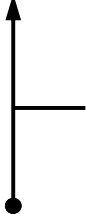
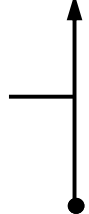
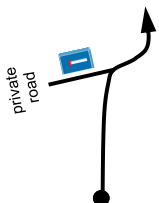
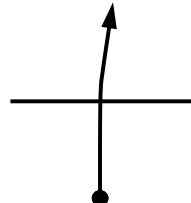
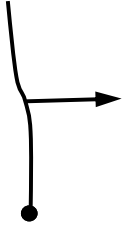
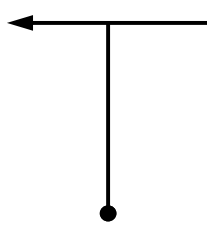
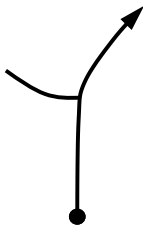
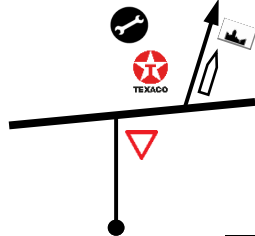
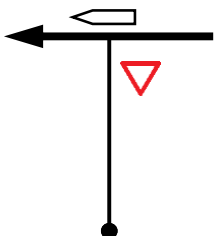
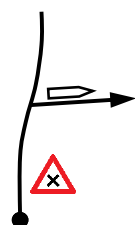
TOTAL		NOTE	INFORMATION	TOTAL		NOTE	INFORMATION
PARTIEL				PARTIEL			
0,00		START RT begin afsluiting start fences	START RT 1 manned start				
		1				7	
		2				8	
		3				9	geen tijdopname no timing points tussen between km 3,70 & 4,50
1,84		4	START GEODYNAMICS 40	4,10		10	!!!
2,02		5	END GEODYNAMICS 40 at km 2,18			11	geen tijdopname no timing points tussen between km 6,00 & 6,50
		6	Papignies 5	6,20		12	

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
			10,08		
		13	0,69		19
			11,10		
		14	1,02		20
			11,20		
		15	0,10		21
8,91		 END RT 1	11,48		BUMP
		16	0,28		22
8,92		SLOW 	11,81		
0,01		17	0,33		23
9,39			12,11		START GEODYNAMICS 
0,47		18	0,30		24

SECTION

1

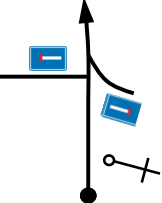
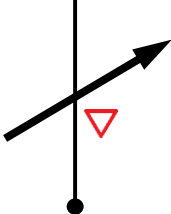
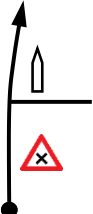
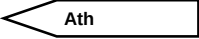
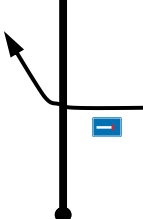
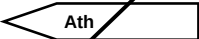
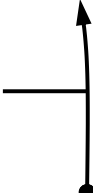
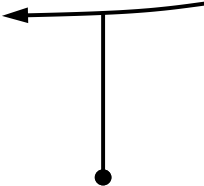
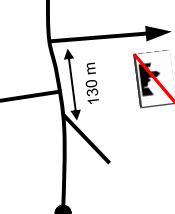
RT 1 > (SERVICE 1) > RT 2

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
12,52		END GEODYNAMICS 30	14,28		BUMP
0,41	25		0,18	31	
12,74			15,04		
0,22	26		0,76	32	
13,51			15,20		
0,77	27		0,16	33	
13,72			15,94		
0,21	28		0,74	34	
13,91			16,27		SZ 1 service area Villiers-Notre-Dame (5' included)
0,19	29		0,33	35	
14,10		Ath	16,54		Villiers-N-D
0,19	30		0,27	36	

SECTION

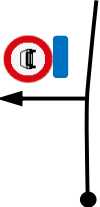
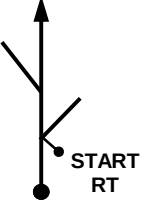
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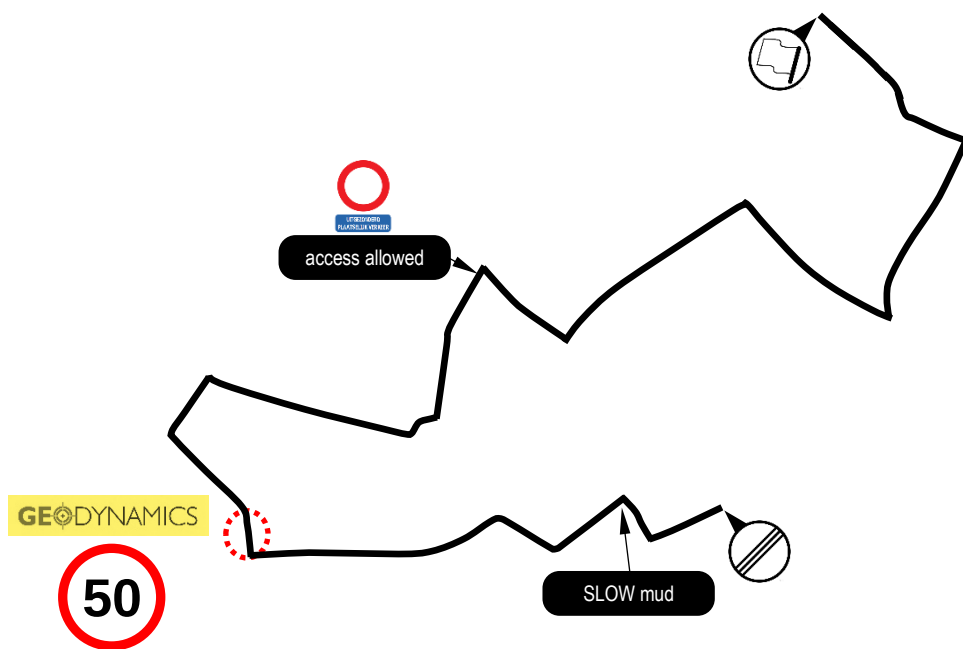
RT 1 > (SERVICE 1) > RT 2

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
17,34			18,93		
0,80	37		0,59	43	
17,49			19,80		Chemin du Brule
0,15	38		0,87	44	
17,67			20,18		
0,18	39		0,38	45	
17,87			20,56		
0,20	40		0,38	46	
18,01			20,94		
0,14	41		0,38	47	
18,34			21,25		
0,33	42		0,31	48	

SECTION
1

RT 1 > (SERVICE 1) > RT 2

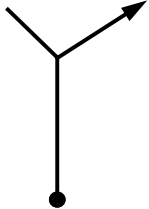
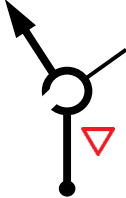
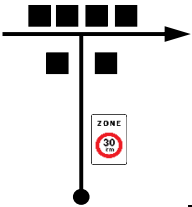
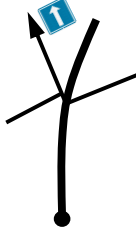
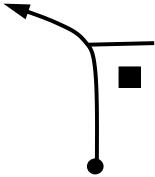
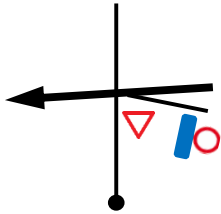
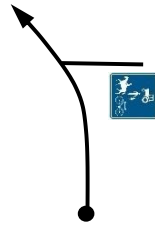
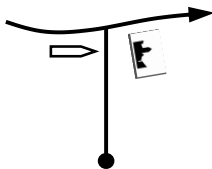
TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
22,16					
0,91		49			
22,97		 START RT 2 manned start			
0,81		50			

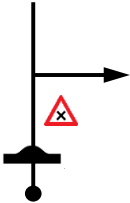
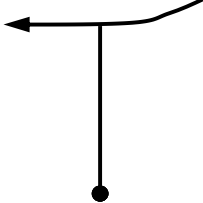
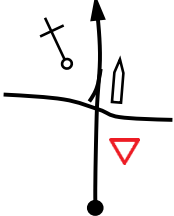
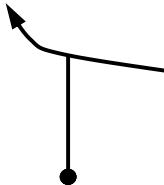
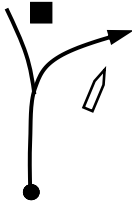
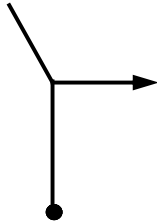
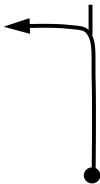
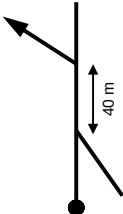
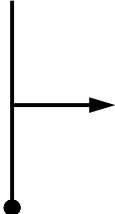
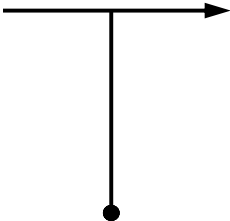
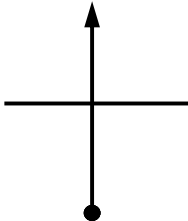


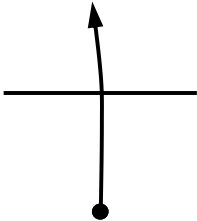
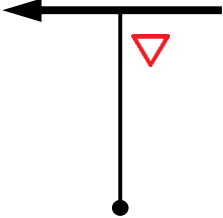
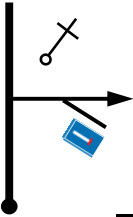
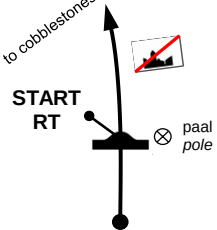
Blinde lijn
Map reading

START RT > END RT

Schaal Scale 1/25 000

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
6,91		END RT 2 SLOW verbinding liaison	10,43		
/	1		0,68	7	
7,23		SLOW Hoofdweg volgen Stay on main road	10,65		
0,32	2		0,22	8	
8,04			10,97		
0,81	3		0,32	9	
8,94			11,44		
0,90	4		0,47	10	
9,45			11,61		
0,51	5		0,17	11	
9,75		SLOW IN VILLAGE Stay On Main Road	12,13		Chièvres
0,30	6		0,52	12	

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
12,35			14,56		
0,22	13		0,19	19	
12,78		3 Neufmaison	14,93		
0,43	14		0,37	20	
13,15		Neufmaison	15,17		
0,37	15		0,24	21	
13,23			15,52		!!!
0,08	16		0,35	22	
13,62			16,01		
0,39	17		0,49	23	
14,37			16,43		
0,75	18		0,42	24	

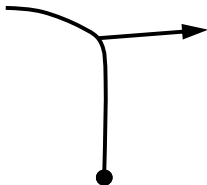
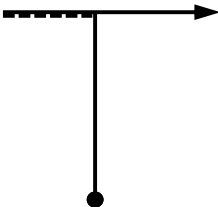
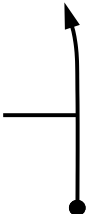
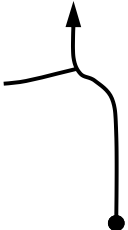
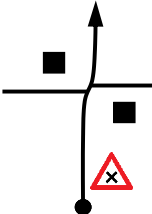
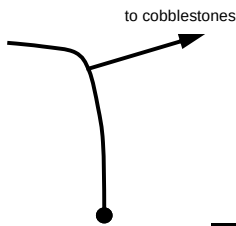
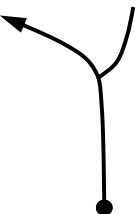
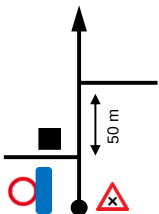
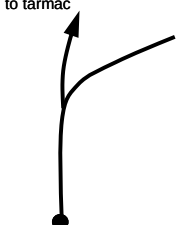
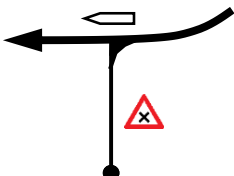
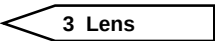
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PARTIEL			PARTIEL		
16,88					
0,45	25				
17,10					
0,22	26				
17,21		SLOW IN VILLAGE			
0,11	27				
18,47					
1,26	28				
18,58					
0,11	29				
19,07		 START RT 3 manned start			
0,49	30				

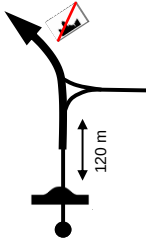
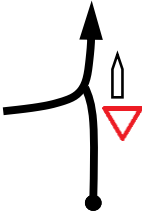
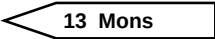
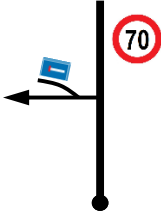
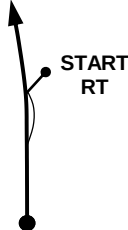
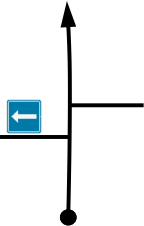
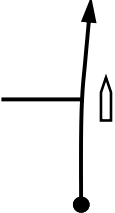
SECTION

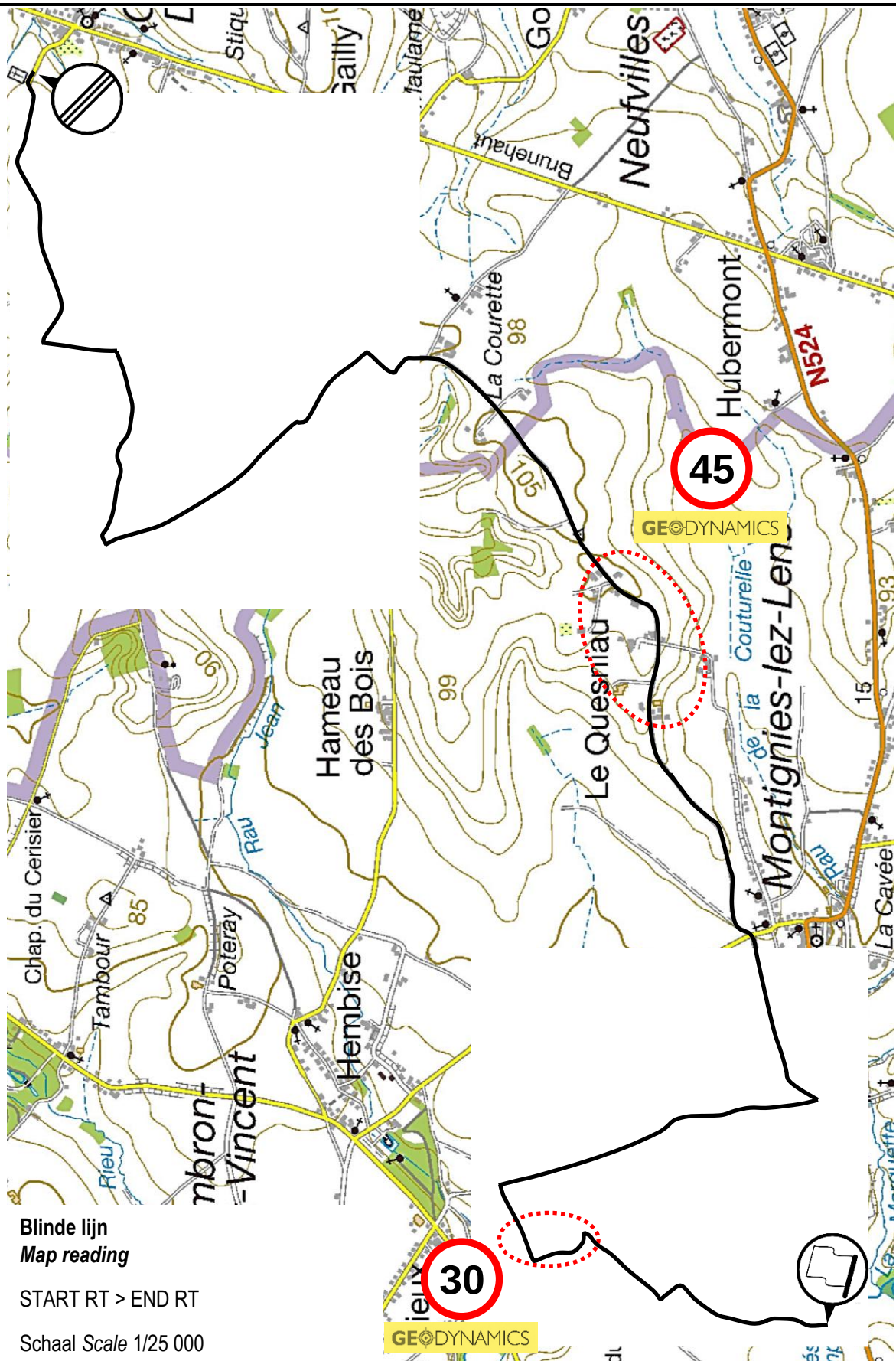
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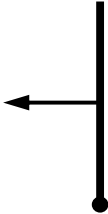
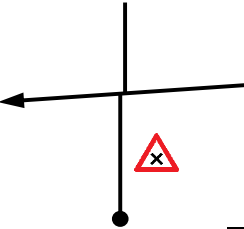
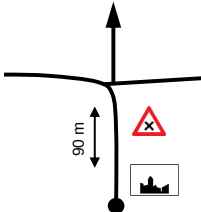
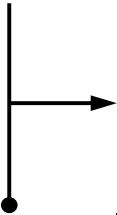
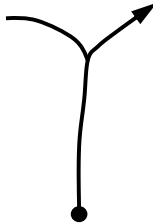
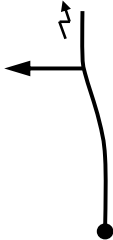
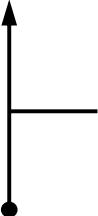
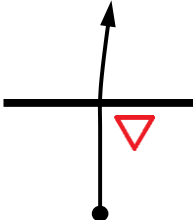
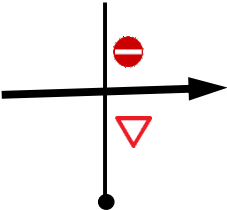
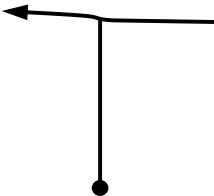
RT 3 > RT 4

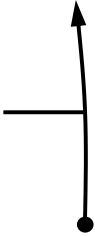
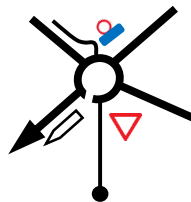
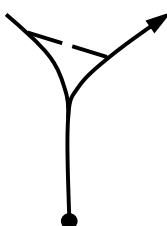
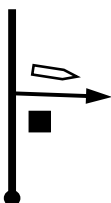
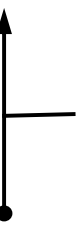
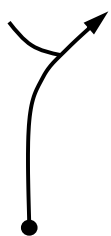
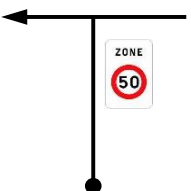
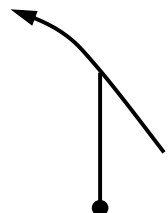
TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
0,00		START RT 3 manned start	2,25		
0,00	1		0,17	7	
1,07			3,50		
1,07	2		1,25	8	
1,09			3,63		
0,02	3		0,13	9	
1,11			3,65		
0,02	4		0,02	10	
1,13			3,67		
0,02	5		0,02	11	
2,08			3,90		
0,95	6		0,23	12	

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
4,08			6,04		
0,18	13		0,50	19	
4,69			7,08		 END RT 3
0,61	14		1,04	20	
4,95			7,16		
0,26	15		0,08	21	
5,22		START GEODYNAMICS 	7,24		
0,27	16		0,08	22	
5,37		END GEODYNAMICS 	8,00		
0,15	17		0,76	23	
5,54			9,10		 3 Lens
0,17	18		1,10	24	Stay On Main Road

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
11,61		SLOW IN VILLAGE	13,23		
2,51	25		0,46	31	
12,27			14,02		
0,66	26		0,79	32	
12,47		!!!	14,18		 START RT 4 manned start
0,20	27		0,16	33	
12,55		SLOW			
0,08	28				
12,62					
0,07	29				
12,77		SMAL NARROW			
0,15	30				



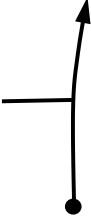
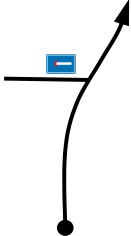
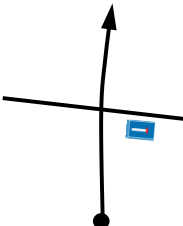
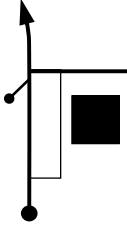
TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
11,38		 END RT 4	15,04		
/	1		1,01	7	
11,67			15,76		START GEODYNAMICS
0,29	2		0,72	8	50
12,18			16,64		GEODYNAMICS
0,51	3		0,88	9	50
12,21			16,84		GEODYNAMICS
0,03	4		0,20	10	50
12,59			17,26		END GEODYNAMICS
0,38	5		0,42	11	50
14,03			17,50		
1,44	6		0,24	12	

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
17,99					SZ 2 service area (5' included)
0,49	13			19	
18,19			21,28		Bruxelles 37
0,20	14		0,78	20	
18,61			21,59		!!!
0,42	15		0,31	21	Hameau La Croix
19,30			22,18		
0,69	16		0,59	22	
20,35			22,78		SMAL NARROW
1,05	17		0,60	23	BUMP at km 22,93
20,50		BUMP	23,59		
0,15	18		0,81	24	

SECTION

1

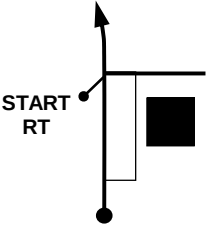
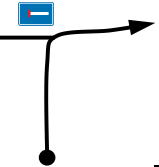
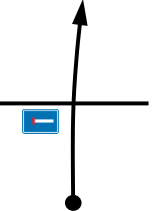
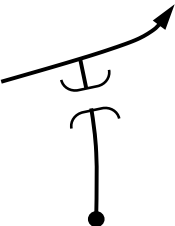
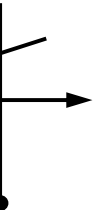
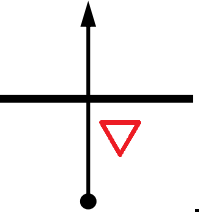
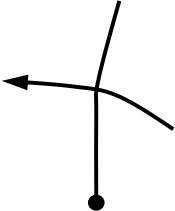
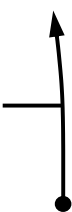
RT 4 > (SERVICE 2) > RT 5

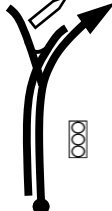
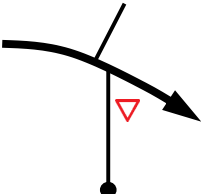
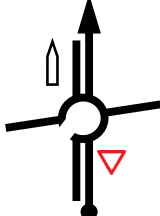
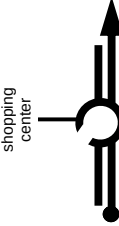
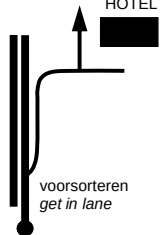
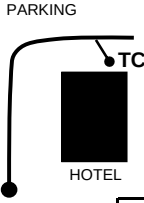
TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
24,07 0,48	 25				
24,27 0,20	 26				
24,45 0,18	 27				
24,59 0,14	START RT 	 START RT 5 manned start 28			

SECTION

1

RT 5 > TC 1B

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
0,00		 START RT 5 manned start	3,95		 40
0,90		SLOW average speed only 40 km/h	4,13		END  40
1,02		END average speed 40 km/h	4,72		
1,97		geen tijdopname <i>no timing points</i> tussen <i>between</i> km 1,90 & 2,40	4,99		SLOW average speed only 40 km/h
3,52			5,23		END average speed 40 km/h
3,60		START  40	5,49		

TOTAL	NOTE	INFORMATION	TOTAL	NOTE	INFORMATION
PARTIEL			PARTIEL		
6,10		BUMP at km 6,18	18,01		Toute direction
0,61	13		5,40	19	
6,84		END RT 5	18,61		La Louvière
0,74	14		0,60	20	
7,88		SLOW IN VILLAGE Stay On Main Road direction Nivelles	18,88		
1,04	15		0,27	21	
8,45			19,12		parking oprijden enter parking
0,57	16		0,24	22	
10,94		SLOW IN VILLAGE Stay On Main Road direction Nivelles	19,27		TC 1B tijdcontrole binnenin (vergaderzaal 'Martin') time control inside (meeting room 'Martin') te vroeg inklokken toegestaan early check in allowed 20 minutes free lateness
2,49	17		0,15	23	
12,61			RESTART INSTRUCTIONS LEG 2 + REFUEL see next page TRACKING OFF !!!		
1,67	18				

ESSO

REFUELZONE A

Q8

start leg 2

HUBO

HOTEL

VAN DER VALK

PARKING

finish leg 1

tijdcontrole binnenin
(vergaderzaal 'Martin')
time control inside
(meeting room 'Martin')

ALTERNATIEF ROADBOOK ALTERNATIVE ROADBOOK

LEGENDA



Start van de regelmatigheidsproef
Start regularity stage



Rijrichting van de regelmatigheidsproef
Driving direction of regularity stage

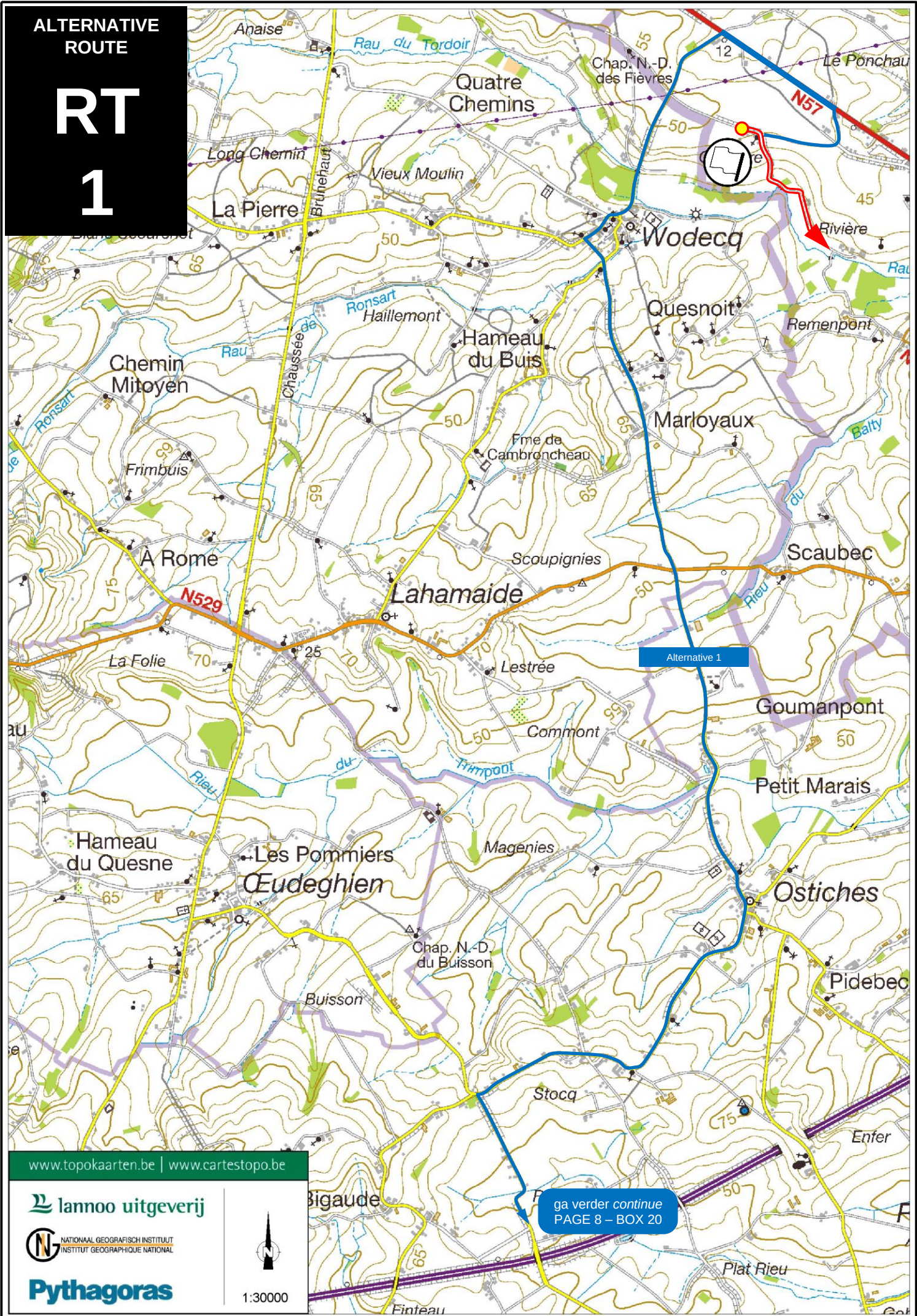


Alternatieve route
Alternative route

PAGE 2
BOX 5

Positie roadbook (ga verder met)
Roadbook location (continue with)

RT 1



ALTERNATIVE
ROUTE

RT
2

Autreppe

ricourt

Les Essarts

Tongre
Notre-Da

Le Hamea

Alternative 1

La Quemogne
Écl. n° 12

Aunoit
Marlière

Le Fayt

BELŒIL

ga verder continue
PAGE 13 – BOX 10

Grosage

Basses Rues

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Pythagoras



1:20000

ALTERNATIVE
ROUTE

RT
3

ga verder continue
PAGE 18 – BOX 25



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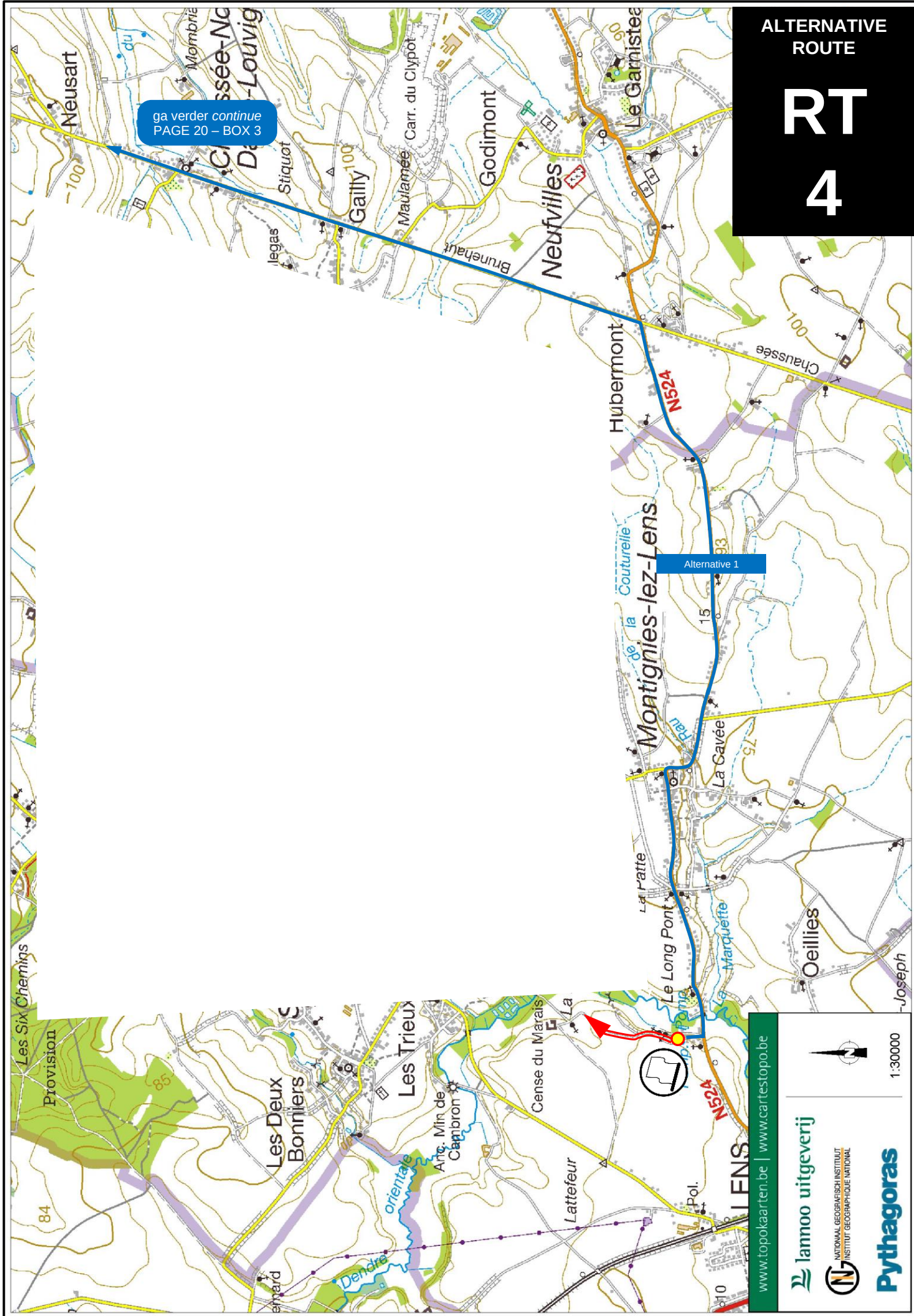
lanoo uitgeverij

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INSTITUT GEOGRAPHIQUE NATIONAL

Pythagoras



1:30000



ALTERNATIVE
ROUTE

RT
5



DANKT ZIJN PARTNERS:



Elektriciteitswerken Verlinden

