



# THE MOST AUTHENTIC REGULARITY



**JBR** ROADTRIPS  
REGULARITY  
RACING *events*  
WWW.JBREVENTS.BE

Autoclub  
Medina  
Bornem

Automa.be



HARMONIE

**RONSE**  
stad met uitzicht

**GTU**  
telecom

GEODYNAMICS

pictures: Ronny Vanparys – Belgian Westhoek Classic 2023



# FINAL REGULATIONS

2023

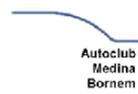
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**CHANGES COMPARED TO LAST YEAR WILL BE MARKED**

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# 1 INTRODUCTION

## 1.01 Description

Autoclub Medina vzw Bornem & JBREvents will organise on **September 15 and September 16 2023** the Belgian Westhoek Classic, a regularity rally event with a maximum average speed of 49,99 km/h, except when there is a valable reason (ex: highway). The length of the event (category **expert**) is +/- 600 km and divided up into regularity sections, time control sections, closed road stages and (manned) passage controls. The length of the event (category **classic**) is +/- 550 km and divided up into regularity sections, time control sections, closed road stages and (manned) passage controls. The event will be run in compliance with the Vlaamse AutoSportfederatie ([www.vas.be](http://www.vas.be)), l'Association Sportive Automobile Francophone ([www.asaf.be](http://www.asaf.be)) and with permission of different towns and cities.

	EXPERT	CLASSIC
<b>Distance</b>	+/- 600 km	+/- 550 km
<b>Average speed</b>	max 49,99 km/h	adapted to difficulties
<b>Navigation</b>	tulips with/without distances clock system marked maps (line, arrows, approach/departure) blind line	tulips with/without distances marked maps

## 1.02 Organisation

### Organizer

Autoclub Medina vzw  
Mr. Rudy Opdenakker  
Seringenlaan 7  
B-2880 Bornem  
Tel/fax: 0032 3 889 55 60  
[rudy@belgianwesthoekclassic.be](mailto:rudy@belgianwesthoekclassic.be)

### Secretary of the event

Belgian Westhoek Classic  
Mr. Bjorn Vanoverschelde  
Broelstraat 6  
B-8540 Deerlijk  
Mobile: 0032 468 29 01 04  
[info@belgianwesthoekclassic.be](mailto:info@belgianwesthoekclassic.be)

### Official website / notice board

[www.belgianwesthoekclassic.be](http://www.belgianwesthoekclassic.be)

### Organizing committee

Clerk of the course	Rudy Opdenakker
Secretary	Bjorn Vanoverschelde
Route managers	Bjorn Vanoverschelde / Jens Vanoverschelde
Competitor relations	Jens Vanoverschelde
Car park manager	Franky Deblomme (Motor Union 2000)

### Officials

Administrative checks	Autoclub Medina vzw / Vlaamse Autosportfederatie
Technical scrutineering	Vlaamse Autosportfederatie
Results service 1	Nick Vanoverschelde / Jo Decavele
Results service 2	Tom D'hoore / Pieter D'hoore
00-car	Chris D'hondt / Steven Mestdagh
0-car	Dirk Van der Schoor / Steven Dionys
Judge of facts	Luc De Cock / Guy D'haene
Facebook live / speaker	Reginald Delmarche / Stijn Van de Weyer
GPS tracking system	Geodynamics, Stijn Stragier

Date	Time	Programme	Location
01.05.2023	20h00	Publication of regulations	www.belgianwesthoekclassic.be
15.05.2023	20h00	Entries open	www.belgianwesthoekclassic.be
01.08.2023	23h59	Entries closed	www.belgianwesthoekclassic.be
15.08.2023	20h00	Publication 'final regulations'	www.belgianwesthoekclassic.be
11.09.2023	20h00	Publication entry list by competition number	www.belgianwesthoekclassic.be
15.09.2023	from 16h00 (on invitation)	Rally welcome & administrative checks	Belgian Westhoek Classic HQ Sint-Hermesstraat B-9600 Ronse
	from 16h15	Scrutineering	Scrutineering Grote Markt B-9600 Ronse
	joining	Mandatory car park	Car park Grote Markt 10 B-9600 Ronse
	18h50	Publication 'cars permitted to start'	Belgian Westhoek Classic HQ Sint-Hermesstraat B-9600 Ronse
	19h00	Start LEG 1 – section 1	Wagenpark Grote Markt B-9600 Ronse
	21h45	Finish LEG 1 – section 1	Van der Valk Hotel Nivelles Chaussée de Mons 22 B-1400 Nivelles
16.09.2023	00h10	Publication classification after LEG 1+ starting list LEG 2	Van der Valk Hotel Nivelles Chaussée de Mons 22 B-1400 Nivelles
	08h30	Start LEG 2 – section 2	Van der Valk Hotel Nivelles Chaussée de Mons 22 B-1400 Nivelles
	11h55	Regroup IN – end section 2	Brasserie des Fagnes Route de Nismes 26 B-5660 Couvin
	13h00	Regroup OUT – start section 3	Brasserie des Fagnes Route de Nismes 26 B-5660 Couvin
	16h00	Break – end section 3a /start section 3b	Café des Sports Grand Place 10 B-7870 Lens
	18h00	Finish LEG 2 – end section 3b	Car Park Grote Markt B-9600 Ronse
	+/- 21h00	Publication non-official classification	Belgian Westhoek Classic HQ Sint-Hermesstraat B-9600 Ronse
	+/- 21h30	Publication official classification	Belgian Westhoek Classic HQ Sint-Hermesstraat B-9600 Ronse
	joining	Prize giving	Belgian Westhoek Classic HQ Sint-Hermesstraat B-9600 Ronse

## 3 VEHICLES

### 3.01 Eligible vehicles

Are allowed in Expert-category all vehicles with a registration before 31.12.2007. Are allowed in Classic-category all vehicles without any limitation regarding the registration date. Cars must be comply with the Belgian Highway code. Racing cars having a red (=faulty) certificate of technical scrutineering are not allowed to take part in the event.

### 3.02 Categories

		<u>Expert</u>	<u>Classic</u>
Oldtimer	Vehicles with a registration before 31.12.1992	allowed	allowed
Young timer	Vehicles with a registration after 01.01.1993 and before 31.12.2007	allowed	allowed
Toer timer	Vehicles with a registration after 01.01.2008	not allowed	allowed

### 3.03 FIVA-pass, PTH-fiche,...

A FIVA-pass, a PTH-fiche, a 'Laissez-passer pour Véhicule Historique de Régularité', a FIA-pass or an ASN-pass is not necessary.

### 3.04 Measuring equipment

Both (semi-) mechanical and electronically powered distance meters are permitted to be used, inclusive equipment that indicates the average speed. The use and presence of digital stopwatches and/or radio controlled clocks is permitted.

### 3.05 GPS systems

**The use or presence of electronic navigation is not allowed in Expert-category.** The use or presence of electronic navigation is allowed in Classic-category. Non-compliance with this clause will be penalized (see art. 9.02). The use of a compass (non GPS-based) is permitted.

### 3.06 Exhaust noise

The exhaust noise of the vehicle should at no moment in time exceed 95 dB (Belgian Highway Code). 1 dB tolerance is permitted.

### 3.07 Extra lights

**The use or presence of LED and/or Xenon lights is not allowed in Expert-category.** Non-compliance with this clause will be penalized (see art. 9.02). The use or presence of LED and/or Xenon lights is allowed in Classic-category.

#### 4.01 Eligible crews

A crew is made up of one driver plus one co-driver. The first driver must hold a valid driving licence. The co-driver must not be younger than 12 years old. During the event, the co-driver may drive the car if he/she is in possession of a valid driving licence.

#### 4.02 Licences

The members of the crew must hold a VAS-licence (minimum type R) or an ASAF-licence (minimum type L). Either, the members of the crew must hold a 'one event pass' (15 € / member) delivered by a VAS official during the administrative checks. An (inter)nationale licence is not allowed.

#### 4.03 Alcohol

The judge of facts can perform alcohol checks during the event. The Flemish Autosport Federation ([www.vas.be](http://www.vas.be)) uses a zero tolerance. If there is a positive result, there will be an immediate out of competition position. In that case, the codriver & driver cannot be switched.

### 5.01 Registration procedure

#### A. ENTRY 'DEMAND'

An 'entry demand' for the Belgian Westhoek Classic 2023 is only possible via our website <http://entry.belgianwesthoekclassic.be>. Registration for the 'entry demand' is available from **May 15 2023** (20h00) until August 1st 2023 (23h59) or when the maximum number of entry demands (130) is reached.

#### B. ENTRY 'ACCEPTATION'

After your 'entry demand', you will receive an automatic generated email with the wire transfer information. Your entry demand will only be accepted after the organisation received the payment. A maximum number of **110 teams** will be accepted. The receipt of payment will be determine the acceptance. Payments will be accepted until **August 1<sup>st</sup>** (23h59) or when the maximum number of accepted entries (110) is reached.

### 5.02 Entry fees

The entry fee for each car (2 persons) is fixed at **290 €**.

The entry fee contains:

- Compulsory insurance
- Roadbooks
- Door numbers
- Rally plates
- Stickers
- Trophies
- Finisher award
- Other logistic fees (ex: marshall staff)

Additional meal packages will be available. The price is fixed at **60 €** / person. The meal package includes:

- Lunch Saturday
- Diner Saturday evening

### **5.03 Hotel accommodations**

Hotel accommodation during the night from Friday to Saturday is not included in the registration fee. Booking one or more hotel rooms at HQ hotels is optional. The organisation will offer 2 different hotels according to the desired budget. Making a hotel reservation can be done at <http://entry.belgianwesthoekclassic.be>.

### **5.04 Cancellation of registration**

Cancellation of a confirmed registration is only possible by email to the secretary of the event ([info@belgianwesthoekclassic.be](mailto:info@belgianwesthoekclassic.be)) and is only valid in case that the secretary of the event has sent a confirmation of this.

If the entry is cancelled prior to 01.08.2023, 75% of the entry fee will be refunded;

If the entry is cancelled between 01.08.2023 and 31.08.2023, 50% of the entry fee will be refunded;

If the entry fee is cancelled after 01.09.2023, 0% of the entry fee will be refunded.

In case of refusal of the entry (during administrative checks), 0% will be refunded.

## 6 GENERAL OBLIGATIONS

### 6.01 Starting order

The start of the first leg will be given in the order of the start numbers. Expert class will start first followed by Classic class. There will be a gap of at least 5 minutes between the last Expert-crew and the first Classic-crew.

The start of the second leg will be given in the order of the classification after the first leg. Expert class will start first followed by Classic class. There will be a gap of at least 5 minutes between the last Expert-crew and the first Classic-crew.

The starting numbers 1 to 25 (Expert category) and 101 to 115 (Classic category) will be determined by the organisation. The other competition numbers will be based on the age of the car.

### 6.02 Competition numbers

The competition numbers provided by the organizer must appear on both sides of the car throughout the whole event. If a competition number is missing or not readable, a penalty may be imposed (see art. 9.04). A crew which withdraws from the race must remove or hide the competition numbers.

### 6.03 Time card

Each crew is given a time card, showing the times allowed to cover the distance between two time controls. The time card (1 time card / section) will be given during the administrative checks. The crew is responsible for the time card. The time card must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping. Any correction or amendment will be penalized (see art. 9.05).

### 6.04 Highway Code

Throughout the whole event, the crews must strictly observe the traffic laws of Belgium. Exceeding the maximum speed permitted by the traffic laws and/or roadbook in the 'RADAR ZONE' areas (clearly indicated in the roadbook) during the event including during the regularity sections shall result in penalties without any warning on the 1<sup>st</sup> infringement. Each crew will receive a GPS tracking system during scrutineering. A special power supply is not required. The GPS tracking system will observe the speed in each 'RADAR ZONE'.

+ 1 km/h	tolerance
+ 2 km/h	
+ 3 km/h	
+ 4 km/h	
+ 5 km/h	
+ 6 km/h	0'30" penalty
+ 7 km/h	1'00" penalty
+ 8 km/h	1'30" penalty
+ 9 km/h	2'00" penalty
+ 10 km/h	2'30" penalty
> 10 km/u 1 <sup>st</sup> infringement	2'30" penalty + warning
> 10 km/u 2 <sup>nd</sup> infringement	excluded

When there is a 'RADAR ZONE' during a regularity stage, the distance between the end of the speed control zone and the following timing point will be at least 500 meter.

## 6.05 Service – refueling

In case of a breakdown or accident, you can find a list in the roadbook with breakdown services / tow cars. These services are not affiliated with the organization. Service, repairs and refueling is permitted throughout the whole event. Service crews are allowed during the event. During your entry demand, it will be possible to request the optional 'service crew package' to enter a service crew.

Price 'service crew' package:

- service crew package (service roadbook + rally plate) = **25 €** / service crew

## 6.06 Retirement – restart

If a participant retires, the participant is obliged to notify the organiser. Contact details of the organiser can be found in the briefing. Restarts during the event are possible after contacting the organisation. If a competitor has to retire during leg 1, the competitor can start again (with the same car and crew) at the start of leg 2. Teams retiring during leg 1 will automatically be added to the starting list of leg 2, albeit after the classified teams of the respective category.

## 6.07 Explorations – route information

Exploring the route or parts of the route is not permitted under penalty of exclusion. Receiving route information from outside is not allowed under penalty of exclusion. **The exchange of route information between two teams (whether or not) of a different category is not allowed under penalty of exclusion of both (or all) teams involved.**

## 7 ROUTE CONTROLS

### 7.01 Time controls

At these controls, the post marshal enters the time. The check-in time (hours:minutes) corresponds to the exact moment when the car enter the area by passing the entry sign (yellow board). At time controls, the vehicle with the crew may pass the zone entry sign at their target time (not at the previous minute). At the red board, the crew will hand the time card to the marshals. Any difference between the actual check-in time and the target check-in time is penalized (see art. 9.01). It is not allowed to make up for accrued delays.

Example:

- Target time = 14h36
- To check in at your target time, you have to pass through the yellow board from 14h36'00" and have to pass through the yellow board before 14u36'59"

When a time controls is unmanned, this time control will be cancelled. The crew must count the 2 target times together to obtain the target time to the next time control.



yellow FIA-sign



red FIA-sign

### 7.02 Regularity sections

The crews must complete the regularity test section at one or more average speed(s) fixed by the organisers. There may be several finishes in the same regularity section. Each second after or earlier from the target time will be penalized (see art. 9.01). **For each regularity stage, the competitor will be given a speed/time table.** The distance between the start and the first timing point or between a manned passage control and the next timing point will be at least 500 meter. The minimum distance between 2 timing points will be 1500 meter. All starts will be 'self starts' or 'manned starts' and will be precisely marked in the roadbook. In case of 'self starts', the target time is fixed. If for any reason a competitor is too late at the self start, he cannot start on another starting time. In case of 'manned start', a marshal will write down a starting time on the time card. It is not allowed to start too early at a self start of a regularity stage. This will be penalized (see art. 9.07).



start regularity stage



finish regularity stage

### 7.03 Closed road stages

The crews must complete a closed road stage on private terrain or closed road(s) using a 'bogey time'. Each second slower than the bogey time will be penalized (see art. 9.01). Each second faster than the bogey time, will not be penalized. All starts will be 'manned start'. A marshal will write down a starting time on the time card. Hitting one or more cones or following a wrong test, will be penalized (see art. 9.01).



start closed road stage



finish closed road stage

#### 7.04 Manned passage controls (secret checks)

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage. The organizer will establish secret passage controls at any point on the route which won't be indicated in the roadbook. The lack of such a stamps and/or signature at a passage control entails a penalty (see art. 9.01).



yellow FIA-sign



red FIA-sign

#### 7.05 Unmanned passage controls (code boards)

During the route, there will be unmanned passage controls (code boards). **Each code board will be announced in the roadbook.** The positioning of a control will be within 25m radius of the indication in the roadbook. An unmanned control will always be located on the right-hand side of the road. When passing an unmanned control, the competitor must note the inscription (letter) immediately and with indelible ink in the next free box on his control card. Missing or over noting an unmanned control will result in penalty points (see Art 9.01). An example of an unmanned control will be seen during the administrative checks.

#### 7.06 Opening- and closing times

All route controls will be opened 30 minutes before the target time of the first car and will be closed 30 minutes after the theoretic target time of the last participant.

#### 7.07 Official time

Crews can check the official 'rally' time during the administrative checks and at each start of each section.

## 8 RUNNING OF THE EVENT

### 8.01 Rally welcome & administrative checks

The 'rally welcome' (administrative checks) will be organised on Friday September 15 from 16h00 until 18h00 at the **BELGIAN WESTHOEK CLASSIC HEADQUARTER (Sint-Hermesstraat; 9600 Ronse)**. Any crew must arrive at the rally welcome (administrative checks) in accordance to a time table published on our website [www.belgianwesthoekclassic.be](http://www.belgianwesthoekclassic.be). This time table will be published on Monday September 11.

During administrative checks, you will receive:

- Rally plates
- Door numbers
- Time cards
- Regularity time tables (Classic only)
- Roadbook LEG 1 (Classic only)
- Vouchers for extra services (meals, service crew package, etc)

The following papers must be presented at the administrative checks:

- Driving licence
- Valid licence (VAS, ASAF or one event pass)

### 8.02 Scrutineering – tracking system

The scrutineering will be organised at Grote Markt 10, B-9600 Ronse on Friday September 16 from 16h15 until 18h15.

During the technical scrutineering, following papers must be available:

- Valid assurance
- Certificate of technical control of the car

During scrutineering, each vehicle will also be equipped with a tracking system provided by the organisation. Participants do not have to make any special arrangements (e.g. power supply).

### 8.03 Car park

After scrutineering, each crew must go to the car park. The car park is located in the city centre of Ronse (B-9600). After the vehicle has been placed in the car park, the vehicle may not leave the car park.

### 8.04 Tripcheck

The tripcheck will be published on our website [www.belgianwesthoekclassic.be](http://www.belgianwesthoekclassic.be). It is absolutely advised to run the tripcheck before entering the car park (parc fermé).

### 8.05 Briefing

Each crew will receive a last minute information briefing by email on Monday 11 September. Each question can be send by email ([info@belgianwesthoekclassic.be](mailto:info@belgianwesthoekclassic.be)) until Thursday 14 September 20h.

## 8.06 Trailers

A trailer parks will be organised:

- parking Shopping Plaza – César Snoecklaan te Ronse (N50°44'49" – E03°35'09")

**Trailers and/or tow cars are not permitted in the city centre of Ronse.**

## 8.07 Start of the event

The start of the race will be held in the order of competition numbers during leg 1 and in the order of classification during leg 2. Expert class will start first followed by Classic class. There will be a gap of at least 5 minutes between the last Expert-crew and the first Classic-crew. The starting interval between the cars is 1 minute.

## 8.08 Regrouping controls

Regrouping controls may be set up along the route. On their arrival to these regrouping controls, the crews hand the marshal their time card. The crew receive instructions as to their restart time. The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into consideration.

## 8.09 Finish of a leg / finish of the event

After the finish of a leg, there are no 'parc fermé rules' so the crew can take the car immediately out of parc fermé.

## 8.010 Alternative route - detours

The final pages of each roadbook will contain the 'alternative route' information. **For each stage** (regularity stage, closed road stage or time control section), **there will be an alternative route available** in case of unplanned obstructions. This alternative route will bring you back to the original route. In case of a detour, the previous manned control will inform you about the use of the alternative route.

When there are unplanned detours **during a transfer section**, the detour will be indicated by the use of (yellow) arrows. An arrow with his point pointing downwards indicates the end of a detour. When necessary, there will be some extra information about the location of the original route (ex: number of tulip case, location on the map, etc). When a detour is too long, the organization will adapt the target time.



Turn left

Turn right



Straight on



End

(please continue roadbook 'page x – box y')

## 8.011 Classification – final classification – protests

Several classifications will be established after every section and at the end of the event on our result-webpage <http://results.belgianwesthoekclassic.be>. The live results during the event on our website are non-official classifications. Each protest must be filed in at the 'query form' (see roadbook) and hand over to the competitor relations **within 30 minutes after your individual finish time.** **The data from the GPS system will only be used to penalize speed infringements.**

## 9 PENALTIES

### 9.01 General penalties

#### Time control

Each minute lateness .....	0'30" penalty / minute
Each minute too early .....	1'00" penalty / minute
Missing a time control .....	5'00" penalty
Wrong approach .....	5'00" penalty

#### Regularity stage

Each second lateness .....	0'01" penalty / second
Each second too early .....	0'02" penalty / second
Maximum penalty / timing point .....	1'00" penalty
Missing timing point .....	1'00" penalty
Wrong approach .....	1'00" penalty

#### Closed Road Stage

Each second lateness .....	0'00.1" penalty / second
Each second too early .....	no penalty
Touching a cone .....	0'10" penalty / cone
Ignoring a stop & go .....	0'10" penalty
Wrong test .....	1'00" penalty
Maximum penalty .....	1'00" penalty
Missing closed road stage .....	1'00" penalty

#### Manned passage control + code boards

Missing a manned passage control or code board .....	0'30" penalty
Wrong manned passage control or code board .....	0'30" penalty
Wrong approach (only manned passage control) .....	0'30" penalty

#### Overige

More than 30 minutes lateness / section .....	Missing passage controls/code boards + 30'00" penalty
Missing a section .....	60'00" penalty

### 9.02 Penalties cfr. art 3.05 (only Expert)

Usage of a GPS-system .....	15'00" penalty
Usage or presence of LED and/or Xenon .....	15'00" penalty

### 9.03 Penalties cfr. art 6.01

Delay at start of the event / section .....	1'00" penalty / minute
More than 10 minutes delay at the start of the event / section .....	15'00" penalty

#### 9.04 Penalties cfr. art 6.02

Lack of a competition number ..... 15'00" penalty

#### 9.05 Penalties cfr. art 6.03

Correction or amendment on the time card ..... 60'00" penalty

#### 9.06 Penalties cfr. art 6.04

Exceeding the maximum speed during a **GEODYNAMICS RADAR ZONE** ..... zie summary art 6.04

#### 9.07 Penalties cfr. art 7.02

Start too early at a regularity stage ..... 1'00" penalty / second

#### 9.08 Joker

During the calculation of the results, each crew will automatically receive 1 joker-result. The total points which will determine the final results at the end of the event will be the total number of points with deduction of the joker result. The joker result will contain the highest points earned on one (1) timing point (during a regularity section) for lateness. Missing a timing point or an early arrival at a timing point **and penalties during a closed road stage** cannot be considered as a joker result.

#### 9.09 Ex-aequo

In case of ex-aequo results, the crew that achieved the best result at the first timing point during a regularity section will be the winner. If this is not sufficient to be able to decide between the ex-aequo, the results of the 2<sup>nd</sup>, 3<sup>th</sup>, 4<sup>th</sup>, etc timing point will be the basis.

## 10 PRIZES

### OVERALL WINNER BELGIAN WESTHOEK CLASSIC 2023 (\*)

Overall winner ..... 1 award

### GENERAL CLASSIFICATION "EXPERT"

1st place ..... 2 awards

2nd place ..... 2 awards

3th place ..... 2 awards

### CLASS CLASSIFICATION "EXPERT"

1st place 'oldtimer' ..... 2 awards

1st place 'young timer' ..... 2 awards

### GENERAL CLASSIFICATION "CLASSIC"

1st place ..... 2 awards

2nd place ..... 2 awards

3th place ..... 2 awards

### CLASS CLASSIFICATION "CLASSIC"

1st place 'oldtimer' ..... 2 awards

1st place 'young timer' ..... 2 awards

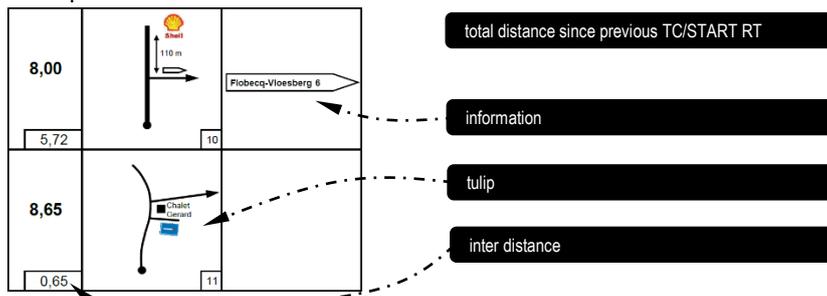
1st place 'toer time' ..... 2 awards

(\*) = the overall winner Belgian Westhoek Classic 2023 is the best crew in the general classification "Expert"

**The presence of prize winners during the award ceremony is highly appreciated for the benefit of the experience of the event. If a team is not present during the award ceremony, the trophies remain the property of the organisation.**

11.01 Tulip system with/without distances

- You must follow the situations in the order of the situation number;
- Situations are most of the time presented with distances (total distance from of the previous TC or start regularly, the distance between two successive situations, the remaining distance to the next TC or start regularly);
- Roads with a 'cul-de-sac' (dead end), roads with 'except for local traffic', roads with prohibited directions, roads with a sign F99a / F99B / F99c, private roads and parking announced by a sign "P" will not be represented;
- Paved roads are indicated with a fixed line;
- Unpaved roads are indicated with a dotted line;
- Example:



- Some tulips can be replaced by a direction sign, whether to follow or ignore.
- Example:



11.02 Marked map (line)

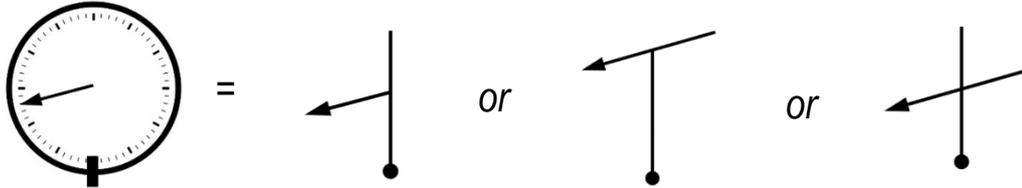
- From the start of the map until the finish of the map, the roads covered by this printed line should be driven as accurately as possible;
- An arrow next to the line can be added to indicate the direction in which the line has to be driven;
- All roads can be driven – roads with a 'dead end' sign may be used;
- The scale of the map will be indicated.
- Example:



## 12 ROADBOOK INSTRUCTIONS 'Expert category'

### 12.01 Tulip system with/without distances – clock system

- See art. 11.01.i
- Some tulips can be replaced by a 'clock system'
  - o The clock face represents a junction; the arrow shows the direction to follow
  - o The centre of the clock is the centre of the junction but other roads of the junction, for example if it was a crossroads, are not shown.
  - o Example:

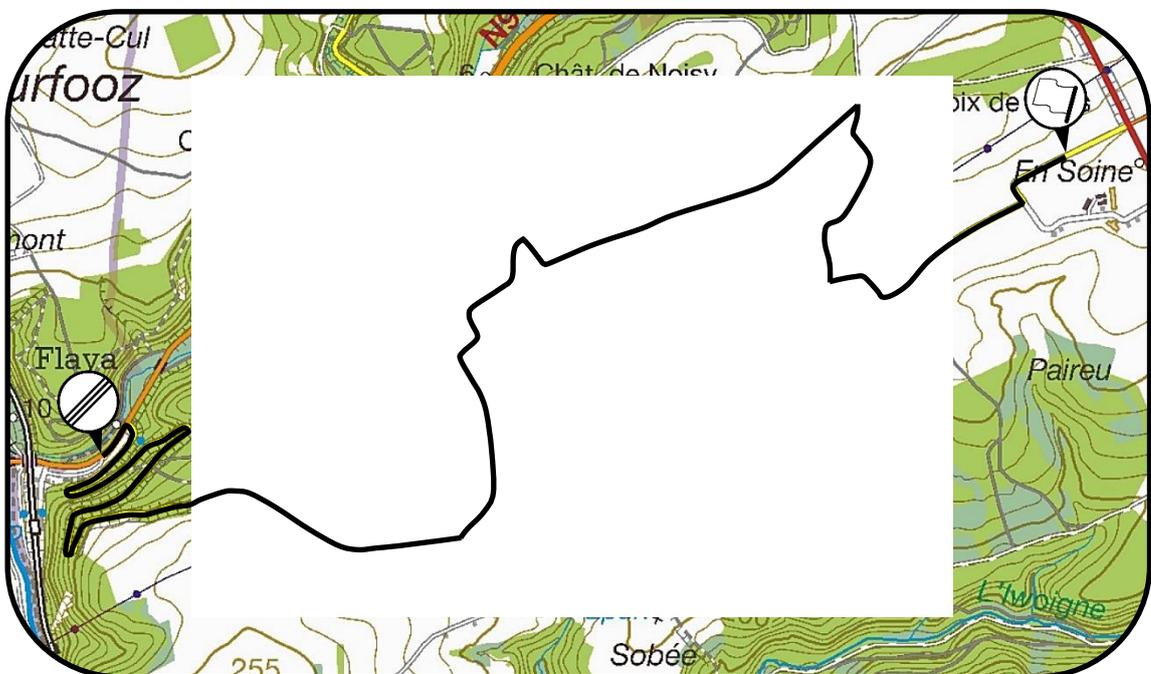


### 12.02 Marked map (line)

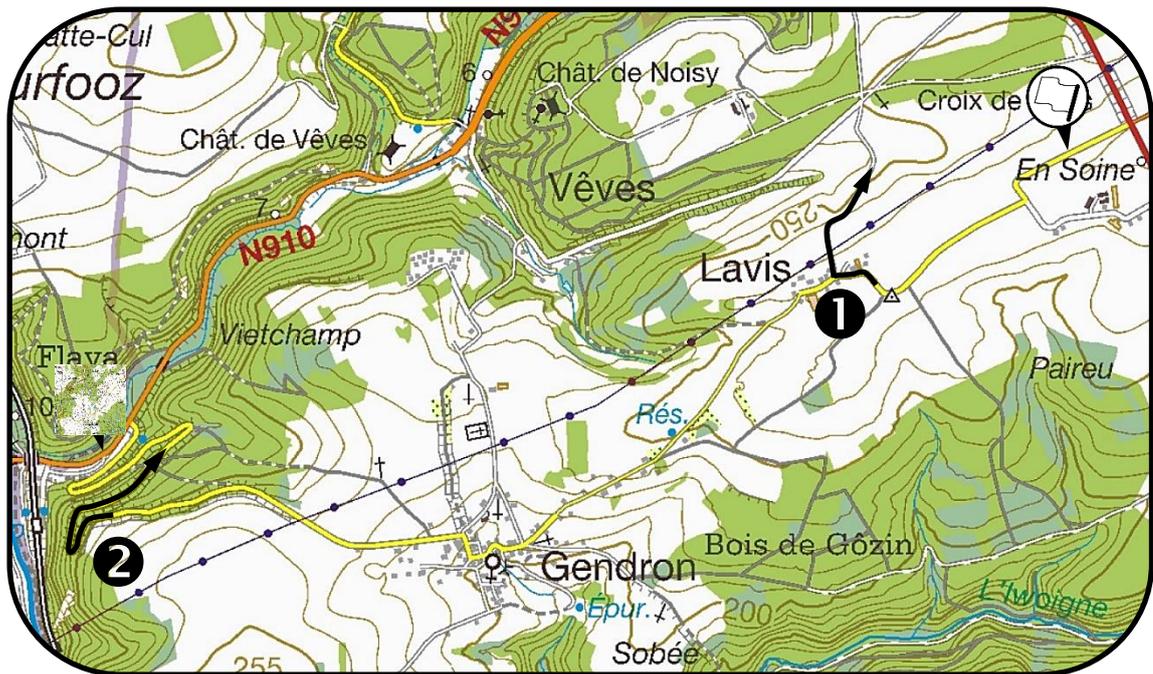
- See art. 11.01.i

### 12.03 Blind line

- From the start of the map until the finish of the map, the roads covered by this printed line should be driven as accurately as possible;
- All roads can be driven - roads with a 'dead end' sign may be used;
- The scale of the map will be indicated.
- Example:

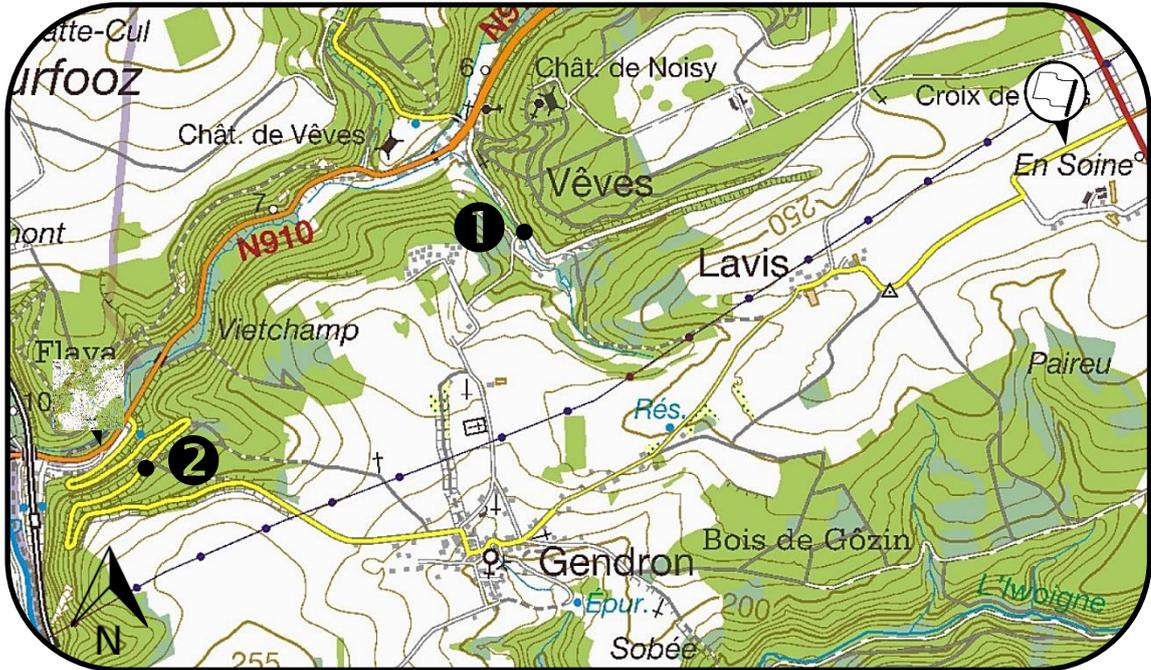


- The roadbook contains map-fragments on which some numbered arrows have been indicated;
- When driving to an arrow or the finish of the map the shortest possible route has to be constructed and driven;
- It is not allowed to drive an arrow in the opposite direction;
- After a road has been driven in one direction that same road may be driven in opposite direction within the same map;
- It is not allowed to cross a road that has been driven within the same map;
- You may use (a part of) an arrow when driving to another arrow but not in the opposite direction;
- Only roads with two borderlines may be used. One of the two borderlines may be a dotted line;
- All roads can be driven – roads with a 'dead end' sign may be used;
- The scale of the map will be indicated.
- Example:



**Compass points (approach / departure)**

- The roadbook contains map-fragments on which some numbered points have been indicated;
- When driving to a point or the finish of the map the shortest possible route has to be constructed and driven using the 'approach' and 'departure' direction as mentioned in the summary;
- After a road has been driven in one direction that same road may be driven in opposite direction within the same map;
- You may use a point when driving to another point;
- Only roads with two borderlines may be used. One of the two borderlines may be a dotted line;
- All roads can be driven – roads with a 'dead end' sign may be used;
- The scale of the map will be indicated.
- Example:



Point	Approach	Departure
START RT		
1	SE	SW
2	SW	NE
FINISH RT		

