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Autoclub
Medina
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Welcome to Belgian Westhoek Classic 2025!

As you can notice, this time our cover photo does not consist of an action photo from the previous edition. Our choice fell on a photo from the old box, as this 21st edition harks back to one of the most successful editions in the history of the Belgian Westhoek Classic!

We present you Ronse-Brugge-Ronse, with a trip to Dutch polders on Saturday morning to dish up some 'gravel stages'! Supplemented by the driving tests, added for the first time last year to the programme of our 20th festive edition, this edition will provide ultimate driving pleasure more than ever.

To escape the late summer crowds, this edition will not take place in September, but on Friday 3 and Saturday 4 October. A choice we will analyse after this edition. The centre of Ronse remains the base for the start and finish formalities, although the implementation has been redesigned to create a more compact race centre and extra atmosphere around the car park on the Grote Markt.

Last but not least, the catering package was analysed and adjusted to better meet the needs of the participants. This year, the catering package consists of a buffet lunch including drinks on Saturday afternoon. On Saturday evening, a food truck will be available near the car park and adjacent to the BWC bar, so you don't have to miss out on any of the atmosphere!

1 thing has remained unchanged: to participate, we again recommend submitting your registration via our website on Thursday 15 May, at 8pm. We will limit the number of participants to 100. As tradition dictates and complemented by the wonderful programme we have in store for you, the available places will be taken up in no time!

See you in Ronse!

Rudy Opdenakker, Clerk of the Course
Bjorn & Jens Vanoverschelde, sporting directions

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CHANGES COMPARED TO LAST YEAR WILL BE MARKED

1 INTRODUCTION

1.01 Description

Autoclub Medina vzw Bornem & JBREvents will organise on Friday **October 3** and Saturday **October 4** 2025 the Belgian Westhoek Classic, a regularity rally event with a maximum average speed of 49,99 km/h, except when there is a valuable reason (ex: highway). Competitors can register in 2 difficulty categories: **Expert** or **Classic**. The length of the event is +/- 600 km and divided up into regularity sections, map reading tests, driving tests and transfer sections. The maximum average speed of the Classic category will be adjusted according to the difficulty level. The event will be run in compliance with the Vlaamse AutoSportfederatie (www.vas.be), l'Association Sportive Automobile Francophone (www.asaf.be) and with permission of different towns and cities. In the event of a dispute about the interpretation of these rules, only the Dutch text shall apply.

	EXPERT	CLASSIC
Distance	+/- 600 km	+/- 600 km
Average speed	max 49,99 km/h	adapted to difficulties
Navigation	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

Secretary of the event

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

Official website / notice board

www.belgianwesthoekclassic.be / Sportity channel password "BWC"

Organizing committee

Clerk of the course	Rudy Opdenakker
Secretary	Bjorn Vanoverschelde
Route managers	Bjorn Vanoverschelde / Jens Vanoverschelde
Competitor relations	Jens Vanoverschelde

Officials

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

2 PROGRAMME & TIMING

Date	Time	Programme	Location
April 2025	20h00	Publication of regulations	www.belgianwesthoekclassic.be
15.05.2025	20h00	Entries open	http://entry.belgianwesthoekclassic.be
15.08.2025	23h59	Entries closed	http://entry.belgianwesthoekclassic.be
mid Sept 2025	20h00	Publication 'final regulations'	www.belgianwesthoekclassic.be
29.09.2025	20h00	Publication entry list by competition number	www.belgianwesthoekclassic.be
03.10.2025	from 16h20 (on invitation)	Rally welcome (fast lane available)	Event Welcome Center Sint-Hermesstraat B-9600 Ronse
	from 16h40	Scrutineering	Scrutineering Grote Markt B-9600 Ronse
	joining	Mandatory car park	Car park Grote Markt B-9600 Ronse
	joining	Licence checks	De Harmonie (1st floor) Grote Markt 10 B-9600 Ronse
	19h00	Start LEG 1 – section 1	Car park Grote Markt B-9600 Ronse
	21h55	Finish LEG 1 – section 1	Velotel Hotel Brugge Handboogstraat 1B B-8000 Brugge
	23h00	Publication starting list LEG 2	online notice board
04.10.2025	00h30	Publication classification after LEG 1+ starting list LEG 2	online notice board
	08h30	Start LEG 2 – section 2	Velotel Hotel Brugge Handboogstraat 1B B-8000 Brugge
	11h40	Regroup IN – end section 2	Mauritshof Mauritsweg 5 NL-4515 LA IJzendijke
	12h50	Regroup OUT – start section 3	Mauritshof Mauritsweg 5 NL-4515 LA IJzendijke
	16h05	Break – end section 3a /start section 3b	tba tba tba
	17h30	Finish LEG 2 – end section 3b	Car park Grote Markt B-9600 Ronse
	+/- 20h00	Publication non-official classification	online notice board
	+/- 20h30	Publication official classification	online notice board
	joining	Prize giving	De Harmonie Grote Markt 10 B-9600 Ronse

3 VEHICLES

3.01 Eligible vehicles

Are allowed in Expert-category all vehicles with a registration before 31.12.2009. 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 31.12.1994	allowed	allowed
Young timer	Vehicles with a registration after 01.01.1995 and before 31.12.2009	allowed	allowed
Toer timer	Vehicles with a registration after 01.01.2010	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

Xenon bulbs are prohibited in both categories (Expert / Classic). LED ampoules are allowed in both categories provided they are mounted in the original housing of the (additional) lights with a maximum of 4 ampoules per light. LED bars are prohibited.

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) 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 REGISTRATION

5.01 Registration procedure

A. ENTRY 'DEMAND'

An 'entry demand' for the Belgian Westhoek Classic 2025 is only possible via our website <http://entry.belgianwesthoekclassic.be>. Registration for the 'entry demand' is available from **May 15 2025** (20h00) until August 15th 2025 (23h59) or when the maximum number of entry demands (**115**) 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 **100 teams** will be accepted. The receipt of payment will be determine the acceptance. Payments will be accepted until August 15th (23h59) or when the maximum number of accepted entries (**100**) is reached.

5.02 Entry fees

The entry fee for each car (2 persons) is fixed at **295 €**.

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 **50 €** / person. The meal package includes:

- Lunch **"buffet" & drinks** Saturday
- **Foodtruck** 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 the HQ hotel is optional. Making a hotel reservation can be done at <http://entry.belgianwesthoekclassic.be>. Reservations are possible up to July 1st. Reservations are not refundable.

5.04 Cancellation of registration

Cancellation of a confirmed registration is only possible by email to the secretary of the event (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 15.08.2025, 100% of the entry fee will be refunded;

If the entry is cancelled between 15.08.2025 and 15.09.2025, 50% of the entry fee will be refunded;

If the entry fee is cancelled after 15.09.2025, 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 competitors starting first in descending number order, followed by Classics class competitors in ascending number order. 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 SS4**. 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 15 (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 **or based on the drivers' (first) name or based on the codrivers' (first) name**. **A different method will be used each year to ensure variety in the entry list by competition number.**

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 1st 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	0'10" penalty
+ 7 km/h	0'20" penalty
+ 8 km/h	0'30" penalty
+ 9 km/h	1'00" penalty
+ 10 km/h	1'30" penalty
> 10 km/u 1 st infringement	1'30" penalty + warning
> 10 km/u 2nd 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 (start/end section)

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"

At a time control at the end of a section, it is allowed without incurring penalties:

- to check in too early
- to check in too late (maximum 20 minutes)

Penalties time control "start section"

Each minute lateness.....	0'15" penalty / minute
Each minute too early	1'00" penalty / minute
More than 10 minutes lateness	5'00" penalty
Section not started	60'00" penalty

Penalties time control "end section"

Each minute lateness (starting from 21 minute too late).....	0'15" penalty / minute
Each minute too early	no penalty
Missing a time control "end section"	30'00" penalty
More than 30 minutes lateness on your theoretical time during a section.....	30'00" penalty

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. **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 a 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 and based on your time at a preceding manned control. The target time will be described on the time card. If for any reason a competitor is too late at the self start, he cannot start on another starting time. If the competitor has not entered the preceding manned control, the subsequent regularity test(s) with self-start will automatically be considered as a missed regularity test. 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 penalised.

Penalties

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
Start too early at a 'self start' of a regularity stage	1'00" penalty
Missing regularity stage.....	5'00" penalty

Running / start / finish

During a driving test, the aim is to complete an driving test on private land or closed roads within an imposed 'bogey time'. Every second delay will result in penalty points. Any driving time under the 'bogey time' will not be penalised. The start of a driving test will be given by manned start. A marshal will assign you a start time and fill it in on the control card.

Route

A diagram (not to scale) of the route to be followed will be included in the 'driving test road book'. Following an incorrect route and/or hitting cones will result in penalty points.

Stop & go

A driving test may include 1 or more 'stop & go'. On the terrain, a 'stop & go' is marked with a cone on the left side of the road and a cone on the right side of the road. At a stop & go, the car must come to an absolute stop with the front wheels past the cones and the rear wheels in front of the cones ('stop astride'). After the stop, the team starts again. **A marshal will check the correct execution of a stop & go, but will not give instructions to the crew.** Failure to execute a stop & go will result in penalties. If the crew overshoots a stop & go (overshoot), they will not be allowed to return.

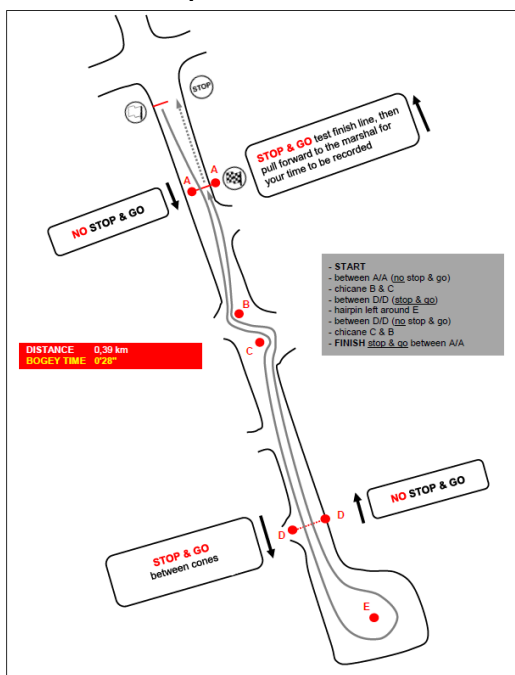
Finish

The finish of a driving test will also be a 'stop & go'. Once you have come to an absolute stop, your driving time will be recorded. Then, you leave the finish line and move forward to the marshal. The marshal will write down your driving time on your control card.

Penalties

Each second lateness	0'00.1" penalty / second
Each second too early	no penalty
Touching a cone	0'05" penalty
Ignoring a stop & go	0'15" penalty
Wrong test	0'30" penalty
Maximum penalty	0'30" penalty
Missing finish	0'30" penalty
Missing driving test (not started)	5'00" penalty

Roadbook example



7.04 Navigation test

During a navigation test (map reading test), the aim is to cover the given map as accurately as possible. During a navigation test, unmanned controls (code boards) may be set up **at any time** (without announcement in the roadbook) to check that a participant is following the correct route. A code board will always be located on the right-hand side of the road. When passing a code board, the competitor must immediately and with indelible ink note the inscription (letter) on his control card. Missing a code board will result in penalty points. An example of a code board will be available during the administrative check.

A navigation test will be started at a time control. There is also a time control at the end of the navigation test. Late arrival at a time control will result in penalty points.

Penalties

Missing a code board.....	0'15" penalty
Each minute lateness at the time control « end navigation test »	0'15" penalty
Each minute too early at the time control « end navigation test »	no penalty
Missing the time control "end navigation test"	5'00" penalty
Missing a navigation test (not started).....	5'00" penalty
Maximum penalty	5'00" penalty

7.05 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 organiser will establish secret passage controls at any point on the route (without announcement in the roadbook) which won't be indicated in the roadbook. The lack of such a stamps and/or signature at a passage control entails a penalty.

Penalties

Missing a manned passage control or code board.....	0'15" penalty
Wrong approach (only manned passage control).....	0'15" penalty

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 on the online notice board and/or on the website <https://time.is/belgium>.

8 RUNNING OF THE EVENT

8.01 Rally welcome

The 'rally welcome' will be organised on Friday **October 3** from **16h20 until 18h00** at the **BELGIAN WESTHOEK CLASSIC HEADQUARTER (Sint-Hermesstraat; 9600 Ronse)**. Any crew must arrive at the rally welcome in accordance to a time table published on our website www.belgianwesthoekclassic.be. This time table will be published on Monday September **29**.

During the 'Rally Welcome', you will receive:

- Rally plates
- Door numbers
- Time cards
- Vouchers for extra services (meals, service crew package, etc)

8.02 Scrutineering – tracking system

The scrutineering will be organised at Grote Markt 10, B-9600 Ronse on Friday **October 3** from 16h40 until 18h20.

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 License checks

After the vehicle has been placed in the parc fermé, the crew must present themselves at the license checks. The license checks is open on Friday **October 3** from 16h50 to 18h40 and is located in cafe De Harmonie (1st floor), Grote Markt 10 in 9600 Ronse.

The following papers must be presented at the license checks:

- Driving licence
- Valid licence*

During license checks, you will receive:

- **Roadbook voucher**

* = Participants (both pilot and navigator) must hold a valid VAS licence (minimum type R) or ASAF licence. VAS or ASAF are the regional motorsport federations in Belgium. National licences (Belgian or foreign licences) are not allowed. Those not in possession of a valid licence can obtain a one event licence (€15 pp cash payable during administrative checks).

8.05 Tripcheck

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

8.06 Briefing

Each crew will receive a last minute information briefing by email on Monday 29 September. Each question can be send by email (info@belgianwesthoekclassic.be) until Thursday 2 October 20h or on Friday 3 October by using the “inquiry phone” (see art. 8.10).

8.07 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.

8.08 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.

8.09 Alternative route - detours

The official notice board will contain the ‘alternative route’ information. **For each stage** (regularity stage, driving test 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')

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/question must be asked using the “inquiry phone”. The details about the “inquiry phone” and the protest deadlines will be stated in the ‘competitor briefing’.

The data from the GPS system will only be used to penalize speed infringements.

9.01 General penalties

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
Missing regularity stage (not started)	5'00" penalty

Driving test

Each second lateness	0'00.1" penalty / second
Each second too early	no penalty
Touching a cone	0'05" penalty
Ignoring a stop & go	0'15" penalty
Wrong test	0'30" penalty
Maximum penalty	0'30" penalty
Missing finish	0'30" penalty
Missing driving test (not started)	5'00" penalty

Navigation Test

Each minute lateness at the time control "end navigation test"	0'15" penalty / minute
Each minute too early at the time control "end navigation test"	no penalty
Missing a code board	0'15" penalty
Missing time control "end navigation test"	5'00" penalty
Missing a navigation test (not started)	5'00" penalty
Maximum penalty	5'00" penalty

Manned passage control (secret check)

Missing a manned passage control (secret check)	0'15" penalty
Wrong approach	0'15" penalty

Others

Each minute lateness at the time control "end section"*	0'15" penalty / minute
Each minute too early at the time control "end section"	no penalty
Missing a time control "end section"	30'00" penalty
More than 30 minutes lateness / section	30'00" penalty
Missing a section	60'00" penalty

* = 20 minutes free lateness allowed

9.02 Penalties cfr. art 3.05 / 3.07

Usage of a GPS-system (only Expert)	15'00" penalty
Usage or presence of LED-bar and/or Xenon	15'00" penalty

9.03 Penalties cfr. art 6.01

Delay at start of a section 0'15" penalty / minute
More than 10 minutes delay at the start of a section 5'00" 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 'self start' of a regularity stage 1'00" penalty

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 driving test 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 2nd, 3th, 4th, etc timing point will be the basis.

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 timer'	2 awards

DRIVING TEST TROPHIES by AMF AUTOTRANSPORT



Steerwheel Trophy by Trailerverhuur België

In each category, one trophy will be provided for the pilot with the least number of penalty points during the 'driving tests'.

Stopwatch Trophy by AMF Autotransport

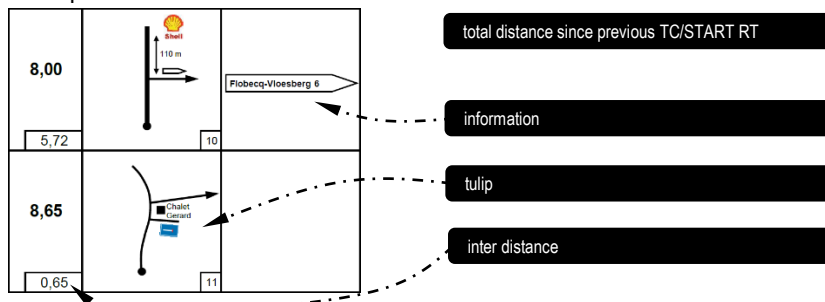
In each category, 1 trophy will be provided for the navigator with the least number of penalty points during the 'regularity tests' and 'navigation test'.

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)

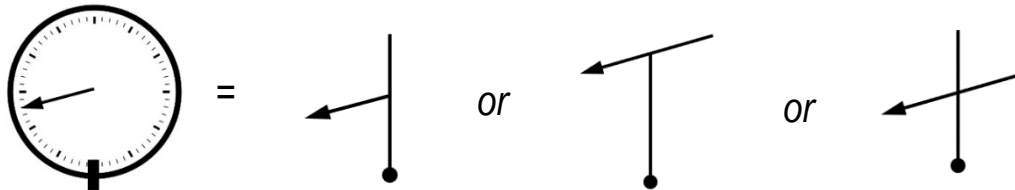
- From the start of the map until the finish of the map, the roads covered by this printed line should be driven as accurately as possible;
- An arrow next to the line can be added to indicate the direction in which the line has to be driven;
- All roads can be driven – roads with a 'dead end' sign may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



12.01

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:



- 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		

