



# Ostbelgien Classic

2-3-4 December 2022

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## BRIEFING

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## **Ostbelgien Classic 2022 – Briefing**

Thevent AG, organizer of the Ostbelgien Classic 2022, would like to thank you for coming and welcome you to the Ostbelgien region and hope that you will have a pleasant and enjoyable three days of competition.

### 1. Breakdown of the event

- a. LEG 1:  
Eupen TC01 - Eupen TC06
- b. LEG 2, divided into three sections:  
(1) Eupen TC07 - Amel TC10  
(2) Amel TC10 - St-Vith Zoning TC12  
(3) St-Vith Zoning TC12 - Massen TC15
- c. LEG 3, divided into three sections:  
(1) Massen TC15 - Hotel Schröder TC17  
(2) Hotel Schröder TC17 - Bütgenbach TC19  
(3) Bütgenbach TC19 - Eupen TC24 ;

### 2. Philosophy of the event

This historic regularity event with a secret course is organised under the aegis of the RACB and the FIA. We have combined the regulations imposed by the sporting authorities, the safety measures and the traffic constraints with the discovery of our beautiful region.

We will be heading for the Eifel, Germany, Luxembourg and many other places to make it the final of the FIA Historic regularity Trophy.

### 3. Competitor relations

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### 4. Categories

There are 2 categories: the **Classic +** and the Classic. The courses of the 2 categories are 100% identical, only the averages change, especially in the gravel sectors.

In the **Classic +**, there is a group composed of the crews qualified for the FIA Historic regularity Trophy.

Starting order: FIA - **Classic +** - Classic; Stage 1 in the order of the numbers, Stages 2 and 3 in the order of the ranking respecting the order of the 3 categories.

If a **Classic +** competitor loses a lot of time, he could find himself in the middle of the Classic and regulate at different averages! Be fair and let a faster competitor pass as soon as the terrain allows it.

For the **Classic** category, **you may pass signs that only apply to the Classic + category**, especially TCS signs. All categories must pass the PCs (Passage Control) on the right hand side of the road in the direction of travel.

### 5. Official time

The official time of the rally is **Tripy time**. (Displayed on the Tripy)

## 6. Links

**Official Notice Board:** [www.ostbelgien-classic.be](http://www.ostbelgien-classic.be) or Sportity App (see Various Informations document)

**Rankings and Live results:** follow the link on Sportity App

## 7. Safety

During this event, the most important element to respect is safety!

Respect for the traffic regulations, speed limits, respect for local residents in the villages crossed, for walkers, bicycles, horse riders... To obtain the authorisations, we had to commit ourselves to control the speed in the crossings of the towns, which explains the particularly high number of Tripy radar zones and changes in average speed.

## 8. Service

A list of proposed service points will be given to participants who have requested them with GPS coordinates. Reminder: always place a tarpaulin under the car during the interventions and collect all your waste. All external service is forbidden between the TC Regroup IN and TC Regroup OUT as well as in the TC zones and at all starts (all control zones).

Everywhere else, service is allowed, provided that the safety rules are respected. If an assistance vehicle has to go to a RT or a TCS to collect a car or a breakdown service, this can only be done with the authorisation of the Race Direction who will make sure that the other competitors will not be disturbed.

## 9. Starting parks

LEG 1 - LEG 2: Klötzerbahn at Eupen

LEG 3: Massen at Wemperhardt (LUX)

## 10. Roadbooks

The roadbook will be distributed 30 minutes before your start time for the Classic + and 45 minutes before for the Classic according to the start list of each stage.

Roadbook: pick up at the Zweitraum, Klötzerbahn in Eupen and at the entrance of the shopping centre Massen.

## 11. Time cards

The time cards will be handed out at the start podium of each LEG for the whole day, they will be collected by the commissaire at the end of each section.

The times indicated in **black** are to be respected, the early check-in at the TC is allowed when it is indicated "Early Check-in".

The times indicated in **red** are recommended times to respect the time schedule but they are not penalised.

**In order to allow you to respect the traffic regulations, the liaison times have been calculated at a reasonable speed and the 15 minutes without penalties provided for in article 10.3.2.5. of the regulations will be distributed as follows:**

LEG 1:     - 10' optional service before TC04  
           - 5' without penalties at TC04

LEG 2:  
Section 1: - 5' optional service before TC09  
           - 15' optional break before TC09  
           - 20' optional service before TC10  
           - 1h lunch before TC10

Section 2: - no penalty in TC11  
- 10' optional service before TC12

Section 3: - 20' optional break before TC13  
- 10' added to the time needed to get to TC14

### LEG 3:

Section 1: - 10' optional service before TC17  
- 10' optional break before TC17

Section 2: - 5' optional service before TC19  
- 1h lunch before TC19

Section 3: - no penalty in TC20  
- a long and very wide calculated link at TC22  
- no penalty between TC23 and TC24 Final Podium

However, it should be kept in mind that each TC will close 30' after the ideal passage time of the last competitor.

In order to be included in the final ranking, each crew must pass through TC24 Final Podium before it closes. Therefore are several TCs located just after a break, it is easy to make up for lost time by reducing your break time and clocking in on time.

**If weather or traffic conditions dictate, these times may be re-evaluated by the Clerk of the course and you will be notified via Sportivity App.**

On the back of each time card, you will find the sheet with the passage controls (PC) boxes to be filled out in for the current section.

**Important: should there be contradictory information's in the documents, the indications on the time cards always takes precedence over the information's in the roadbook.**

It is the same at the average speed indications. The given average speed table always take precedence over the indications in the roadbook.

In the roadbook, there are regularly indications of speed during a village crossing. These indications can be of 2 types:

- A speed with the mention "Slow Zone Tripy", these are speeds to be respected under penalty as explained in chapter 13.
- A speed alone is a recommendation for the crossing of this village and tells you at what speed we have calculated the time of the current sector.

### Spécificités:

- At an RT, it can happen that the speed indicated is a little higher than the imposed average tables since it is a recommendation not to be exceeded. But it is always the average tables that has higher priority (reminder).

- In the Classic category, the speed will more often be lower than indicated in the roadbook, so consult your average tables as a matter of priority!

## 12. Averages

The averages are given in the form of tables with the different changes (Summary) and in the form of a table with the passage times according to the distance covered.

Some changes of averages are indicated in the roadbook but this is not always the case.

## 13. Use of the Tripy system

- a. The Tripy system, a system based on GPS technology, is used for time-keeping. It will not only measure the time of each crew during the RT (Regularity Test), but it will also carry out the time control of someTC (Time control) and TCS (Time control per second). The Tests SS01 and 06 are timed by photoelectric cells.

- b. **The procedure for pointing a TC** is described in detail in the rules in paragraph 10.3.2. You must follow this procedure carefully.

In order not to be penalised, a crew may only cross the yellow panel at its ideal time. Example: a crew must check in at 10:06. It is not allowed to cross the yellow sign before 10:06' 00", otherwise they will be penalised.

The ideal time is taken into effect from 10.06' 00" to 10.06' 59'.

The control point is virtual and will be indicated on the course with a red sign (red clock).

If the TC is taken by Tripy, **there is no need to stop at this virtual checkpoint**, as the time is recorded automatically as you pass it.

To find out your time, simply look at your Tripy when the car passes the red sign. You will be able to transfer this time to your route sheet in the competitor only box to calculate your ideal time for the next TC.

The exact position of the yellow sign is the sign placed at the side of the road by the organisation, provided that it has not been removed by a malicious person.

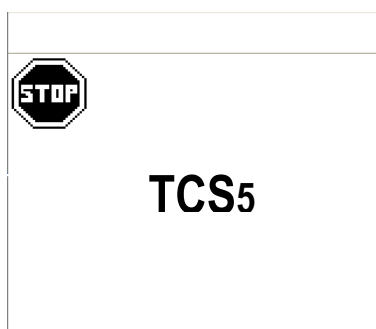
So always watch your Tripmaster when approaching a TC and stop when you are 100 metres away if you do not see the organisation's yellow sign.



There are always 80 to 100 metres between the yellow and the red sign. The distance in the roadbook for the TC is the distance to the red sign.

- c. **Procedure for clocking in to a TCS**

The Tripy display will show a symbol and countdown 100m before the zone entry sign (yellow) and 200m before the red TC sign:



**At a TCS start, the crew must ALWAYS start at the full minute and 0 seconds!  
If 2 crews start at the same time, the next crew must wait until the next minute.  
It is forbidden to start at one minute and 30 seconds like at a RT start.**

At a TCS finish, the crew must clock in **by the second**, according to the time allowed on the roadmap to complete the sector.

Ex: Time at TC 4: 20' 05

Time allowed to go to TCS 5: 3' 05".

You must clock in at TCS 5: 20h08'05".

How to clock in? You can enter the zone (yellow sign) maximum 20 seconds before your ideal time. You must cross the TCS marked by the red sign at the ideal time of clocking in on the fly. (in our example above: 20:08' 05").

In order to be accurately clocked in with the Tripy, you must be moving on the TCS line: you cannot stop in front of the red sign and wait for your ideal time; you must pass the virtual line with a speed of **at least 10 km/h**.

As soon as you pass the red TCS sign, the Tripy will indicate for about 20 seconds your check-in time. You can then transfer this time to your time card in the Competitor only box to calculate your ideal time for the next TCS.

**If two TCS follow each other**, you must add the time of the next TCS to the time actually achieved which is displayed on the Tripy screen.

Ex: according to the example above, you must clock in at TCS 6 taking into account the time limit of 5' 26". The times should be added together, so 20h 08' 05" (clocking in at TCS 5) + 5' 26" = 20h 13' 31". If you had clocked in at TCS 5 with a delay of 3 seconds, at 20h 08' 08", you must clock in at TCS 6 at 20h 13' 34". You never have to catch up the lost time.

**When a TC follows a TCS**, seconds should be ignored when calculating the TC score.

Ex.: according to the example above, you must clock in at TC 7 taking into account the time limit of 4'. Your reference time to define your time is 20h 13' 31" without taking into account the seconds, which is 20h13. You must therefore clock in at TC 7 at 20:17.

**Attention:** The TCS 05 and 21 had to be cancelled for technical reasons, they will be driven and only the time keeping is cancelled. You must therefore start this TCS and when you reach the point initially planned, which will be marked with a red sign, you must reset your trip to 0.00 in order to continue to follow your roadbook, but the time will continue until the next finish.

The time cards have been adapted to these two cases, so follow the instructions on the time card.

It is exactly the same principle as for a human TC where the commissaire is absent, you continue your route by adding the 2 times except that here, the addition of the times is already done on the timecard.

For the Classic category, this principle will be applied frequently since to make the TCS less difficult. We have grouped together several TCS of the **Classic +** category.

- d. **The procedure for starting an RT in Auto-Start** is identical to that of a TCS.

The starting point is always clearly indicated in the roadbook and marked on the course with the following sign:



To start a RT in auto-start, the crew must be at the front of the starting sign and **start at its ideal time**.

- e. If, due to circumstances of the rally, two crews have to start a RT at the same time, the crew that arrives first at the start sign will have priority.

The other crew will not be able to start in the RT until 30 seconds later.

**Starting with 2 cars at the same time would be a potential source of accidents.**

The allowed time, indicated on the time card, between a TC and a RT start or between two RTs, is always an indication

In this case, the second car, whose time between the TC and the RT start is increased to 30 seconds, will not be penalised (as described in point 10.5.5 of the Supplementary Regulations).

The time between a TC and a RT start or between two RTs, as indicated on the roadmap, is always indicative. It should be noted that the time limit for the TC following the RT, or a series of RTs, must be respected, on pain of the penalties described in point 10.5.3 of the Supplementary Regulations.

**As the start time of RTs and TCSs is indicative, it is forbidden to pass each other in the last 500 m before a RT or TCS start.**

- f. In view of the difficulty in obtaining the passage authorisations and the carefull attentions given in the Roadbook to point out the sensitive areas, the Clerck of the course will not hesitate to sanction all violations, in accordance with Art 9.4.5 of the Special Regulations of the event.

Speed controls in sensitive areas are carried out by the Tripy system. Between two points clearly identified on the course, the competitor must not, under any circumstances, exceed the speed prescribed in the roadbook, in the "Instruction" box preceded by the words "SLOW Zone TRIPY". If, in the sector determined by the two points and clearly identified as „SLOW Zone TRIPY ", the speed not to be exceeded is measured **on the average of the zone**, not in instantaneous speed, the penalty provided for in point 9.4.5.3 of the Supplementary Regulations will be applied.

No RT time may be taken in the speed control sector of a „SLOW Zone TRIPY ". Similarly, no time may be taken within **200 metres** of a „SLOW Zone TRIPY " speed control sector. Sectors where the speed must be adapted according to the roadbook or the average to be achieved during a RT may be subject to time taking if the word „SLOW Zone TRIPY " does not appear.

- g. No time is taken within **200 m** of the start or **200 m** after a "SLOW Zone TRIPY".

#### 14. Some important reminders about the roadbook

- a. As the theory goes, in the metered sections, between two notes, it is advisable to stay on the main road (SOMR - Stay on main road).
- b. Dead ends and ECLs (Excepted Local Traffic) and similar roads as well as all roads blocked by a F99 a, b or c signal (roads reserved for pedestrians, cyclists, horse riders and/or agricultural vehicles) are not filled in and are therefore considered as walls, unless one of these roads is used or if filling them in is necessary for a good understanding of the route. The same applies to parking areas marked with a P sign.

The following sign does not constitute a prohibition to use the path or road in question:



The words "Bei Frost, Schnee und Tauwetter / kein Winterdienst" mean: "in snow, frost or thaw / no spreading service".

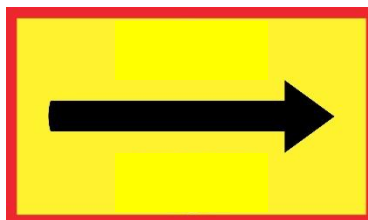
Even in case of snow, we have the permission of the local authorities to pass through, so please disregard the ban.

- c. With regard to the plotted maps, **the plotted route and the instructions in the roadbook (points to be connected) must be strictly observed. The map always has priority over the local situation.**

- d. Roads behind curbs and bumps: Roads behind curbs or bumps are marked as normal roads, but with the conventional breaker sign (~).
- e. Temporary signs installed as a result of roadworks or temporary bypassing have not been taken into account in the representation of the notes.
- f.

15. With regard to the course route

- a. We insist on the fact that the roadbook has been made in a responsible way: when the route allows it, i.e. outside any habitation, the sectors are competitive and the average speed is 45 to 50 km/h.
- b. If the route passes through a village or hamlet, the average speed is always lower than the maximum allowed. We invite you to consult the time and mileage of the sector above the roadbook page. As it is very difficult to obtain authorisation to pass through a village or hamlet, the Clerck of the course will not hesitate to penalise or even exclude a team that does not respect the limits in the villages and hamlets.
- c. If a human TC was not in place, the route should be continued and the times accumulated until the next TC. Similarly, if a last minute diversion causes you to avoid a Tripy CT, times should be accumulated to the next Tripy CT. If a deviation is installed in a RT, the times taken after the deviation are automatically cancelled.
- d. Arrow installed by the organisation in case of deviation :



On the last arrow of the deviation, a black marker will indicate where you are in the roadbook.

Before setting off, consult the Official Notice Board on Sportity App to find out about any changes.

16. PC (Passage Control)

- a. There are a few PCs (passage control) along the route.
- b. PCs are either manned or shown as a special sign to be surveyed by yourself.
- c. Manned PCs are announced by the following sign:



- d. The special sign for PCs are as shown below:



Sometimes with, Ostbelgien Classic or The Event logo

- e. You must transcribe the letter or number shown on the sign into your PC sheet on the back of your time card
- f. There are no "false" PCs but there may be some that apply to the other category.



## 17. The jokers

- a. Each participant has a number of "jokers" in RT per LEG.  
This number will be communicated at the beginning of the day for the stage of the day in order to take into account the expected traffic conditions.
- b. This "joker" corresponds to the highest delay penalty incurred during a single time taking in the RTs of this stage.
- c. One "joker" for the whole event will be applied for the TCS,
- d. The RT or TCS "joker" does not apply to a missing or early time.

## 18. Test 02 Francorchamps

**The SS02 Francorchamps will have a separate classification and will not be counted in the classification of the Ostbelgien Classic.** A special prize will be awarded to the winner of the Test Francorchamps.

Participation in the Test Francorchamps is optional.

Due to work on the track, it is not possible to complete a full lap.

In the roadbook, you will find the diagrams of all the laps to be completed.

In summary:

- Start at the green sign at the foot of the Raidillon.
- Time 1: +/- 100 m before the "Double Left" turn
- Time 2: on the F1 line then deceleration until the exit of the track at the "La Source" bend
- 1st lap: reconnaissance
- 2nd lap: reference lap to set Time 1 and Time 2 (they can be different)
- 3rd, 4th and 5th lap: time laps to reproduce Time 1 and Time 2 as accurately as possible to the nearest 0.1 second.
- It is forbidden to exceed the speed of 130 km/h (instantaneous speed) under penalty of cancellation of the time in progress.
- It is forbidden to stop or brake suddenly without a valid reason on the track, particularly when approaching the checkpoints.
- In order to be classified, during the reference lap, a time of maximum **5' 31,8"** must be achieved, which corresponds to an average speed of 65 km/h. If the time is higher or equal, all the lap times will be cancelled.
- During the crossing of the paddocks, a maximum speed of 40 km/h must be respected.
- In case of a tie, the competitors will be separated according to article 12.1.2. of the regulations.

## 19. Remarks.

Any remark or complaint must be made using the appropriate "QUERY FORM" found in the Information Roadbook, within a maximum of 30 minutes after the finish of each LEG.

This form must be given only to the Competitor Relations Officer who will pass it on to the Clerck of the course.

It is forbidden for competitors to contact the calculation office directly.

Any complaint concerning possible blockages by local residents, tractors, lorries or other vehicles will be treated as a fact of the race, the jokers are intended to compensate for this type of problem within reasonable limits and not to erase a competitor's error. Only an organisational problem or a serious blockage affecting all the competitors will be analysed by the Race Direction and/or the Stewards' Panel in order to take the appropriate measures.

20. Reminder !



This sign means "No traffic except for local residents": it is therefore a wall. The road is not indicated in the roadbook unless it was necessary for understanding.



This sign means "No traffic in case of ice, snow and thaw. No winter services": this is not a wall. The route is usually indicated in the roadbook.

Etienne MASSILLON  
Clerck of the course