



COMPETITOR BRIEFING (GB*)

* = briefing & roadbook will be in Dutch and English as official languages

Note: The competitor briefing is a supplement & clarification of the regulations. It is advisable to read the regulations and bulletins.

A. PRE EVENT CHECKS – STEP 1 EVENT WELCOME CENTER - DOCUMENTATION

Each competitor will be invited to the Event Welcome Center on Friday according to **an imposed timetable** (to be consulted on the official notice board). The Event Welcome Center is located at the following location:

*Belgian Westhoek Classic HQ
Sint-Hermesstraat
9600 RONSE*

A time control at the entrance will be provided. Following the imposed check-in time will help reduce the queues. The "Event Welcome Center" can be visited by 1 team member or a delegate of the team.

Parking

Parking spaces are provided within walking distance. **Each competitor must first visit the Event Welcome Center before driving to the parc fermé located at the "Grote Markt"! You can only get access to the parc fermé after putting on the door numbers & rally plates which you will receive in the Event Welcome Center.**

PARKING EVENT WELCOME CENTER



During your visit at the “Event Welcome Center”, you will receive:

- Doornumbers
- Rally plates
- Meal tickets
- BWC MAGAZINE
- Time cards section 1, section 2 and section 3
- Service roadbook (only for registered service crews)

The Event Welcome Center closes at 18h00.

B. PRE EVENT CHECKS – STEP 2

SCRUTINEERING – CAR PARK

After completing the administrative checks in the Event Welcome Center, you can put on your door numbers & rally plates. Afterwards you will go to the scrutineering and the starting park. The scrutineering is located at the following location:

*Grote Markt
B-9600 RONSE*

A roadbook between the Event Welcome Center and scrutineering is available on the online notice board.

The following documents will be checked during the scrutineering:

- obligatory documents from where the vehicle is registered
- valid insurance

Please keep these documents close at hand in order to guarantee a smooth process of the scrutineering.

During scrutineering, marshal will install a tracking system in your vehicle. You do not need to make any additional provisions (e.g. power supplies) for the tracking system to function properly.

Scrutineering closes at 18h20.

After scrutineering, you will have to park your car in the “starting park”. **After you have parked your car in the starting park, it is not allowed to leave the starting park until your individual starting time (starting park = parc fermé rules).**

C. PRE EVENT CHECKS – STEP 3

LICENCE CHECK – TIME CARD HAND OUT

The following documents will be checked during the licence checks:

- driving licence driver
- licences (both driver and codriver)*

*** = only VAS or ASAF licences are permitted. (Inter)national licences are not allowed. Who is not in the possession of a valid licence can download the 'one event licence' request form on our online notice board. Please print and fill in this form before entering the administrative checks.**

After successfully completing the licence checks, you will receive a “roadbook voucher”. Using this voucher, you can collect your roadbook (see art. H – roadbook & time tables).

Licence check closes at 18h40.

D. MAIN LOCATIONS CITY CENTRE ‘RONSE’

CITY CENTRE RONSE = MAXIMUM SPEED 30 KM/H

All main locations in the centre of Ronse can be found on the interactive overview map. You can find the interactive map on the official signboard or using this link:

https://www.google.com/maps/d/u/0/edit?mid=1eqHY8YyxY7il_0KCcu4pmfCFgIINFJiLW&usp=sharing

E. TRIP CHECK – REFUEL ZONE 0

Trip check:

A trip check is available on the online notice board. Crews that want to calibrate their trip meter using the trip check should run the trip check before signing on at the Event Welcome Center.

Refuel zone 0:

Crews who want to start with a fully fuelled vehicle can refuel in the refuelling zone 0. The exact location of this refuelling zone can be found on the overview map 'HQ main locations' which you can find on the online board. We recommend you to visit the refuelling zone before signing up at the Event Welcome Center.

F. TRAILERS – SERVICE CREW PARKING

Trailers:

Trailers are not allowed in the city centre of Ronse. A trailer park is provided. You can find the exact location on the overview map 'HQ main locations' on the online notice board.

Service crew parking :

Service crews can use the provided (public) parking 'Portois'. You can find the exact location on the overview map 'HQ main locations' on the online notice board.

G. STARTING ORDER

The event is divided in 2 legs:

- FRIDAY 20 SEPTEMBER LEG 1
- SATURDAY 21 SEPTEMBER LEG 2

The starting order will be as follow:

- LEG 1 by competition number (expert descending order – classic ascending order; minimum 5' gap between 2 categories)
- LEG 2 by classification order after SS 3 (RT 2) (expert descending classification order – classic ascending classification order; minimum 5' gap between 2 categories)

The starting list will be available on our online notice board and send by email:

- LEG 1 see 'roadbook voucher'
- LEG 2 Friday 20 September at 22h30

H. ROADBOOKS & TIME TABLES

LEG 1:

EXPERT: you will receive roadbook & regularity time tables LEG 1 (Friday) at TC 1A (= start LEG 1)

CLASSIC: crews can pick up the roadbook & regularity time tables using the "roadbook voucher" 1 hour before your starting time at TC 1A; the 'roadbook collection point' will be indicated on the "roadbook voucher"

LEG 2:

EXPERT + CLASSIC: you will receive roadbook & regularity time tables LEG 2 (Saturday) at TC 2A = start LEG 2)

Number of stages

LEG 1 (VRIJDAG)	EXPERT / CLASSIC
regularity stages	3
driving tests	2
navigation test	-
LEG 2 (ZATERDAG)	EXPERT / CLASSIC
regularity stages	11
driving tests	6
navigation test	1

A detailed timing is available on the online notice board.

Content roadbook

LEG 1 (FRIDAY)	CLASSIC	EXPERT
tulips with distances	74%	65%
tulips without distances / clock system	2%	11%
map reading*	24%	24%
LEG 2 (SATURDAY)	CLASSIC	EXPERT
tulips with distances	66%	47%
tulips without distances / clock system	-	16%
map reading*	34%	37%

* = map scales: 1/20.000 (LEG 1), 1/25.000 (LEG 2) and 1/50.000 (LEG 2)

I. REGULARITY STAGES

Principle

During a regularity test, you follow the given time table as closely as possible. During a regularity test, 1 or more 'secret timing points' will be set up to check if you are following the time table. Each second lateness or early arrival will result in a penalty. The number of timing points per regularity stage remains secret this year.

Example time table

RT 2										
	0	0,1	0,2	0,3	0,4	0,5	0,6	0,7	0,8	0,9
0	00:00,0	00:08,0	00:16,0	00:24,0	00:32,0	00:40,0	00:48,0	00:56,0	01:04,0	01:12,0
1	01:20,0	01:28,0	01:36,0	01:44,0	01:52,0	02:00,0	02:08,0	02:16,0	02:24,0	02:32,0
2	02:40,0	02:48,0	02:56,0	03:04,0	03:12,0	03:20,0	03:28,0	03:36,0	03:44,0	03:52,0
3	04:00,0	04:09,0	04:18,0	04:27,0	04:36,0	04:45,0	04:54,0	05:03,0	05:12,0	05:21,0

The zones shaded in grey in a regularity time table are zones where there are no time recording points. **In these zones, you should -more than ever- respect speed limits, show normal driving behaviour and strictly observe the right of way rules.**


Starting procedure

There are 2 different starting procedures:

- Manned start
- Selfstart


A) MANNED START (FREE START)

If a regularity stage will be started by a 'manned start', you simply join the queue at your arrival. There are no penalties for reporting too early or too late at a manned start of a 'driving test'. A marshal will write down your starting time on your time card. A marshal will start a competitor at 1-minute intervals each time.

SS 19 advised start time = TC 38 + 31'				control closing time: 17h51			
MANNED START				00			
RT 12							
TP/A	UU	MM	SS	TP /B	UU	MM	SS

B) SELFSTART

If a regularity stage will be started by a 'selfstart', the competitor must calculate the starting time by himself using the information mentioned on the time card. Example:

SS 20				START SS 19 (RT 12)			
SELF START				+ 14'50"			
RT 13							
TP/A	UU	MM	SS	TP /B	UU	MM	SS

- According to the example above, SS 20 (RT 13) is a 'selfstart' regularity stage. Your starting time is 14 minutes & 50 seconds after MANNED START SS 19 (RT 12). This starting time is mandatory, even if you have been delayed earlier. The exact starting position of the regularity test will be indicated using a photo on the time table, a detailed tulip-scheme in the roadbook and a sign 'START RT'.

End regularity stage

NEW The number of timing points will not longer be indicated on the time card. When you have passed the last timing point of a regularity test, you will pass a sign 'END REGULARITY STAGE' just after this timing point. From this sign, you don't need to follow the timing table any further and continue the route at your own pace.



MOST IMPORTANT PENALTIES

Each second lateness 0'01" penalty / second
 Each second too early 0'02" penalty / second

J. DRIVING TEST

Principle

During a 'driving test', you are presented with a (slalom) course that you must cover within an imposed 'target time' (bogey time). The course will be presented by means of a diagram in the road book. **The finish of a 'driving test' is a 'stop & go'.** **When the vehicle is completely stopped, your finish time will be timed. Any early arrival at the finish (compared to the target time) will not be penalised.** So you will not have to wait at the finish line, should you reach the finish line earlier than the target time.

Starting procedure

The start procedure of a 'driving test' is the same start procedure as a regularity stage with manned start. On arrival at the start of a 'driving test', you join the queue. There are no penalties for reporting too early or too late at a manned start of a 'driving test'. A marshal will start a competitor at 1-minute intervals each time. Your start time will be noted on your time card by the marshal.

MOST IMPORTANT PENALTIES

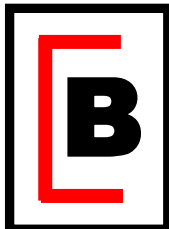
Each second lateness 0'00.1" penalty / second
 Each second too early no penalty
 Touching a cone 0'05" penalty
 No executing of a stop & go 0'15" penalty

K. NAVIGATION TEST

Principle / unmanned passage controls

During a 'navigation test', you follow the route as accurately as possible (map reading). During a 'navigation test' unmanned passage controls (code boards) can be placed. The location of the code boards controls will **NOT** be indicated in the roadbook. Code boards must be written down on the time card ('passage control boxes' will be available on the time card). An example of a code board will be available during the administrative checks. To complete a navigation test, you will be given a maximum time. There is a time control at the end of the navigation test. Checking in late at this time control results in penalty time. If you arrive too early at the end of the navigation test, you may check in too early without penalty.

Example code board (+/- 15cm x 30 cm):



Starting procedure

The start procedure of a 'navigation test' is the same start procedure as a regularity stage with manned start. On arrival at the start of a 'navigation test', you join the queue. There are no penalties for reporting too early or too late at a manned start of a 'navigation test'. A marshal will start a competitor at 1-minute intervals each time. Your start time will be noted on your time card by the marshal.

Route instructions

The route instructions for the 'navigation test' remain secret and will only be issued 10 seconds before the start of the 'navigation test'.

MOST IMPORTANT PENALTIES

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

L. MAXIMUM LATENESS / MAXIMUM PENALTIES

To ensure the safety of the event, you are allowed to check in 20 minutes late at the time control at the end of a section without penalty. Therefore, if you are delayed during a 'test', you do not have to make up the lost time during the liaison sections. There is also a maximum penalty of 5'00" per regularity test or navigation test. During a 'driving test', the maximum penalty is 0'30".

To admittedly keep all competitors together, there is a maximum delay of 30 minutes per section. If you clock in more than 30 minutes late at the time control at the end of a section, you incur a (heavier) penalty of 30 penalty minutes. So if you run out of time (e.g. due to technical problems), we recommend skipping one (or more) regularity test(s) or navigation test or driving test. Missing one test amounts to "only" 5 penalty minutes. Moreover, you stay near to the other competitors and do not incur a penalty of 30 penalty minutes.

M. COMPETITOR RELATIONS OFFICER – INQUIRY PHONE

The inquiry form as mentioned in the regulations art 8.11 will be replaced by the inquiry phone.

You can reach the competitor relations officer by phone at 0032 (0)468 29 01 04. Any question/protest can be asked using the inquiry phone - preferably via Whatsapp - mentioning your starting number and a clear description of the problem. The result of your question/protest will be answered.

The inquiry phone line will be open on Friday 20 September from 4pm until the end of the inquiry deadline of LEG 1, SECTION 1 and from Saturday 7am until the inquiry deadline of LEG 2, SECTION 3b.

Inquiry deadlines:

- LEG 1, SECTION 1	saturday 21 september	00 h 30
- LEG 2, SECTION 2	saturday 21 september	14 h 00
- LEG 2, SECTION 3a	saturday 21 september	16 h 00
- LEG 2, SECTION 3b	saturday 21 september	20 h 30
- FINAL RANKING	saturday 21 september	publication time + 30'

N. ALTERNATIVE ROADBOOK – DETOURS

During regularity stages

For each regularity stage, 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 using following message:



The alternative routes can be found on the official notice board. The alternative route instructions will be presented using tulips (with distances).

Other detours

Other detours will be indicated by the use of (yellow) arrows. An arrow with his point pointing downwards indicates the end of a detour. When a detour is too long, the organization will adapt the target time.



turn left

turn right



straight on



end of detour
(inclusive road position)

0. SPEED CHECKS

The GPS tracking system will observe the speed in each 'RADAR ZONE' clearly indicated in the roadbook.

Example 'radar zone' during tulips

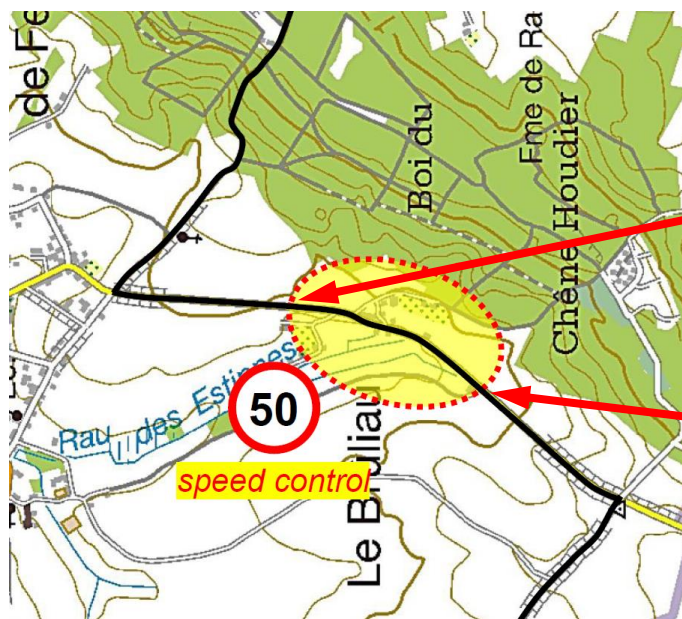
9,43	-		RT 4 !! TRAFIC !!	11,02
10,16	0,73		START speed control	10,29
10,53	0,37		END speed control	10,53

START RADAR ZONE
maximum 30 km/h

To obtain better visibility of the 'radar zones', the distance columns (total distance, inter distance and degressive distance) are shaded in black

END RADAR ZONE
maximum 30 km/h

Example 'radar zone' during map reading



START RADAR ZONE
maximum 50 km/h

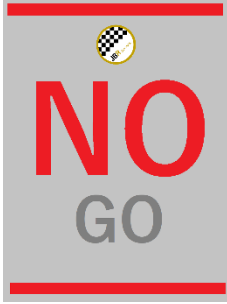
END RADAR ZONE
maximum 50 km/h

RADAR ZONES during regularity stages

When there is a 'GEODYNAMICS RADAR ZONE' during a regularity stage, there will be no timing points in the radar zone and the minimum distance between the end of the speed control zone and the following timing point will be 500 meter.

In each radar-zone, the maximum speed mentioned in the roadbook is mandatory, even if you have any lateness during a regularity stage. A radar-zone cannot be used to catch up some time.

P. NO GO ZONES



Along the route, you may pass a sign that reads "NO GO". When you see this sign, you are not on the correct route and you must turn back immediately. The "NO GO" sign ensures that 'wrong-way drivers' do not enter a village centre or other busy areas. In this way, we avoid inconveniencing local residents and guarantee the future of our events. A "NO GO" sign is therefore not placed on the wrong route at every navigation difficulty, but only when circumstances require it.

Q. TOW CAR

Contact details of towing service firms are provided in the road book. These firms have no link with the organisation. The contact details are informative, in case you are unable to provide breakdown assistance yourself to tow your vehicle after a breakdown.

R. SERVICE ROADBOOK

The service roadbook (for registered service crews) contains 8 service zones & 3 refuelling zones. The estimated duration of each service zone can be found in the service roadbook & timing. Some service zones are 'fly-by' zones. The duration of a 'fly-by' zone is only 5 minutes. These zones can be used in case of an emergency repair or to provide the crew with food & drinks.

S. CATERING - TOILETS

CATERING FRIDAY 20 SEPTEMBER

To support the local catering outlets, the BWC-BAR will not be open on Friday evening. Several catering outlets around the parc fermé will be open and there will be a foodtruck between 17h00 & 20h00.

CATERING SATURDAY 21 SEPTEMBER

NOON: lunch (upon reservation during entry request) drinks included

EVENING: from 18h00 till 21h00 BWC BAR (free entrance at finish / car park)

from 19h00 till 21h30 BWC DINER (upon reservation during entry request)

TOILETS

Toilets are available:

- Before TC 1A (start LEG 1)
- After TC 1B (finish LEG 1)
- Before TC 2A (start LEG 2)
- After TC 2B (lunch)
- TC 3B (service 7)
- TC 3C (service 8)

T. FINISH

The finish will be located at following location:

*Grote Markt
9600 RONSE*

After checking in at the final time control of the competition, the vehicles will be parked on the Market Square in Ronse. Setting up your vehicle on the Grote Markt is compulsory if you are participating the closing dinner or wish to visit the rally

bar at the HQ location. It is not allowed to park your vehicle on other locations in the town centre of Ronse. If you are going home after the final time control, you can leave the Grote Markt immediately.

All competitor vehicles must be removed from the Grote Markt before Saturday, 21 September 23:30. Any costs associated with the towing of your vehicle will be borne by the participant.

U. TRACKING SYSTEM

The tracking system that will be installed in your vehicle during the technical inspection will only be used to monitor your speed in the 'radar zones'. For the timekeeping during the regularity stages, we remain faithful to our *authentic regularity* concept with 100% manned timing points.

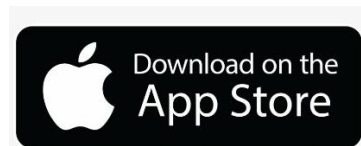
INSTALLATION	during scrutineering; the participant does not have to provide any specific facilities (e.g.: power supply)
RETURN	at finish (final time control)
RETURN AFTER RETIREMENT	by appointment using the inquiry phone

V. RESULTS

Results are available on our result website <http://results.belgianwesthoekclassic.be> and on the online notice board. Despite the authenticity of the event, we will provide you with a new ranking update after every regularity stage, driving test, or navigation test! Results of a stage will be published after the final car (of your category) finished the stage.

W. ONLINE NOTICE BOARD

Download the smartphone application 'Sportity' and receive notifications of every publication on the online notice board.



<https://apps.apple.com/us/app/sportity/id1344934434>



<https://play.google.com/store/apps/details?id=com.sportity.app>



To access the application, please use the password 'BWC'



A printed version of the last minute information will **not** be issued during the administrative checks; this document is available on the online notice board.