



BELGIAN WESTHOEK CLASSIC 2019

www.belgianwesthoekclassic.be

REGULATIONS

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CHANGES COMPARED TO LAST YEAR WILL BE MARKED

1 INTRODUCTION

1.01 Description

Autoclub Medina vzw Bornem will organise on **September 20th and 21th 2019** 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 and manned passage controls. The length of the event (category **touring**) is +/- 550 km and divided up into regularity sections, time control sections and manned passage controls. The event will be run in compliance with the Vlaamse AutoSportfederatie (www.vas.be) and with permission of different towns and cities.

	EXPERT	TOURING
Distance	+/- 600 km	+/- 550 km
Average speed	max 49,99 km/h	adapted to difficulties
Navigation	tulips with distances printed line arrows blind line	tulips with distances printed line

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

Organizing committee

Clerk of the course	Rudy Opdenakker
Permits	Rudy Opdenakker
Secretary	Bjorn Vanoverschelde
Route managers	Bjorn Vanoverschelde / Jens Vanoverschelde
Competitor relations	Jens Vanoverschelde
Responsable regroupes	Michel Teck
Speed control / judge of facts	Luc De Cock / Roos Den Haerynck

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	Steven Mestdagh / Chris D'hondt
0-car	Peter Borry / Bert Feys

Date	Time	Programme	Location
01.04.2019	20h00	Publication of regulations & entries open	www.belgianwesthoekclassic.be
01.08.2019	23h59	Entries closed	www.belgianwesthoekclassic.be
16.09.2019	20h00	Publication starting numbers	www.belgianwesthoekclassic.be
20.09.2019	16h00	Car park open	Wagenpark Grote Markt B-9600 Ronse
	16h30 – 18h30	Administrative checks	De Harmonie Grote Markt 10 B-9600 Ronse
	16h45 – 18h45	Technical scrutineering	Technische controle Grote Markt B-9600 Ronse
	19h00	Publication 'cars permitted to start'	De Harmonie Grote Markt 10 B-9600 Ronse
	19h30	Start LEG 1 – section 1	Wagenpark Grote Markt B-9600 Ronse
	+/- 22h30	Finish LEG 1 – section 1	Van der Valk Hotel Mons Avenue Mélina Mercouri 7 B-7000 Mons
21.09.2019	01h00	Publication classification after LEG 1+ starting list LEG 2	Van der Valk Hotel Mons Avenue Mélina Mercouri 7 B-7000 Mons
	08h00	Start LEG 2 – section 2	Van der Valk Hotel Mons Avenue Mélina Mercouri 7 B-7000 Mons
	+/- 12h00	Regroup IN – end section 2	Karting des Fagnes Rue du Karting 13 B-5660 Mariembourg
	+/- 13h00	Regroup OUT – start section 3	Karting des Fagnes Rue du Karting 13 B-5660 Mariembourg
	+/- 15h30	Mini-regroup IN – end section 3	Aire de Nivelles est E19 B-1400 Nivelles
	+/- 16h00	Mini-regroup OUT – start section 4	Aire de Nivelles est E19 B-1400 Nivelles
	+/- 19h00	Finish LEG 2 – end section 4	TBA
	+/- 20h30	Publication non-official classification	TBA
	+/- 21h00	Publication official classification	TBA
	joining	Prize giving	TBA

3 VEHICLES

3.01 Eligible vehicles

Are allowed in Expert-category all vehicles with a registration before 31.12.2003. Are allowed in Touring-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>Touring</u>
Oldtimer	Vehicles with a registration before 31.12.1988	allowed	allowed
Young timer	Vehicles with a registration after 01.01.1989 and before 31.12.2003	allowed	allowed
Toer timer	Vehicles with a registration after 01.01.2004	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 Touring-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 allow in Touring-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) 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 2019 is only possible via our website www.belgianwesthoekclassic.be. Registration for the 'entry demand' is available from **April 1st 2019** (20h00) until August 1st 2019 (23h59) or when the maximum number of entry demands (120) 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 **90 teams** will be accepted. The receipt of payment will determine the acceptance. Payments will be accepted until **August 1st** (23h59) or when the maximum number of accepted entries (90) is reached.

5.02 Entry fees

The entry fee for each car (2 persons) participating in the **Expert category** is fixed at **250 €**.
The entry fee for each car (2 persons) participation in the **Touring category** is fixed at **200 €**.

The entry fee contains:

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

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

- TBA
- TBA

5.03 Hotel accomodations

TBA

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 01.08.2019, 50% of entry fee will be refunded;

If the entry fee is cancelled after 01.08.2019, 0% of entry fee will be refunded.

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

5.05 Insurance

Insurance company: AXA INDUSTRIES NV

Number: ***** **/2019

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 Touring class. There will be a gap of at least 5 minutes between the last Expert-crew and the first Touring-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 Touring class. There will be a gap of at least 5 minutes between the last Expert-crew and the first Touring-crew.

Any crew arriving late at the start of a section will be penalized (see art. 9.03). The competition numbers allocation will be up to the organizer's discretion.

The starting numbers 1 to 25 (Expert category) and 101 to 115 (Touring 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, at the start of each section. The crew alone 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 'BWC SPEED CONTROL' zones (clearly indicated in the roadbook) during the event including during the regularity sections shall result in penalties without any warning on the 1st infringement.

+ 1 km/h	0,2 points
+ 2 km/h	0,4 points
+ 3 km/h	0,6 points
+ 4 km/h	0,8 points
+ 5 km/h	1 points
+ 6 km/h	2 points
+ 7 km/h	3 points
+ 8 km/h	4 points
+ 9 km/h	5 points
+ 10 km/h	10 points
> 10 km/u 1 st infringement	10 points + warning
> 10 km/u 2 nd infringement	excluded

When there is a 'BWC SPEED CONTROL' zone during a regularity stage, the distance between the end of the speed control zone and the following timing point will be at least 1 kilometer.

6.05 Service – refueling

In case of a breakdown or accident, you can find a list in the roadbook with breakdown services. **These service have no contact with the organisation.** Service, repairs and refueling is permitted throughout the whole event. The maximum distance between 2 refueling locations mentioned in the roadbook is 150 km. During your entry demand, it will be possible to request the optional 'service crew package'.

Price 'service crew' package:

- service crew package without meals (service roadbook + rally plate) = 25 €

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

- TBA
- TBA

6.06 Retirement – restart

Any crew unable to complete the race is requested to inform the secretary of the event (see roadbook or time card). Restarting the race during leg 2 is possible with the same car and same crew that has been entered into the event.

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.

7.02 Regularity sections

The crews must complete the regularity test section at one or more average speed(s) fixed by the organizers. 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). The distance between the start and the first timing point or between 2 timing points will be at least 1 kilometer. All starts will be 'self starts' and will be precisely marked in the roadbook. The target time for self starts is fixed. If for any reason a competitor is too late at the self start, he cannot start on another starting time. It is not allowed to start too early at a self start of a regularity sections. This will be penalized (see art. 9.06).

7.03 Manned passage controls

At these controls, the marshals simply stamp and/or sign 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 stamp and/or signature at a passage control entails a penalty (see art. 9.01).

During the race there will be no unmanned passage controls.

7.04 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.

7.05 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 Administrative checks

The administrative checks will be organized at Brasserie De Harmonie, Grote Markt 10, B-9600 Ronse on Friday September 20 from 16h30 until 18h30. Any crew must arrive at administrative checks in accordance with the detailed timetable published on our website www.belgianwesthoekclassic.be. This timetable will be published on Monday September 16.

The following papers must be presented at the administrative checks:

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

After administrative checks, you will receive:

- Last minute briefing
- Tripcheck
- Stickers
- Rally plates
- Competition numbers
- Vouchers for extra services

8.02 Technical scrutineering

The technical scrutineering will be organized at Grote Markt te B-9600 Ronse on Friday September 20 from 16h45 until 18h45. Any crew must arrive at technical scrutineering immediately after the administrative checks.

During the technical scrutineering, following papers must be available:

- Valid assurance
- Certificate of technical control of the car

8.03 Tripcheck

The tripcheck will be available during administrative checks and/or will be published on our website www.belgianwesthoekclassic.be. It is absolutely advised to run the tripcheck before the administrative checks.

8.04 Trailers

Two separated trailer parks will be organized:

- trailerpark 'Anzegem' (0,24 km from finish)
parking Sint-Stephanuskerk at Vichte/Anzegem (N50°50'19" – E03°24'13")
- trailerpark 'Ronse (1,18 km from start)
parking Shopping Plaza – César Snoecklaan te Ronse (N50°44'49" – E03°35'09")

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

8.05 Start

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 Touring class. There will be a gap of at least 5 minutes between the last Expert-crew and the first Touring-crew. The starting interval between the cars is 1 minute.

8.06 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. Earlier check in at the 'REGROUP IN time control' is not authorized. 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.

8.07 Finish of a leg / finish of the event

Earlier check in at the final time control of a leg is authorized but the crew has to mention clearly their target time. After the finish of a leg, there are no 'parc fermé rules' so the crew can take the car immediately out of parc fermé.

8.08 Alternative route - detours

The final pages of each roadbook will contain the 'alternative route' information. For each regularity 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. The whole regularity section will be cancelled for each competitor.

When there are unplanned detours in a non-regularity 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.

8.09 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.

9 PENALTIES

9.01 General penalties

Late arrival at a time control	1 point / minute
Early arrival at a time control	2 points / minute
By second above the target time (regularity section)	0,05 points / second
By second below the target time (regularity section)	0,10 points / second
Maximum penalization on a timing point (regularity section)	5 points
No entry at a passage control	5 points
No entry at a timing point (regularity section)	5 points
No entry at a time control	20 points
More than 5 missing timing points and/or time controls	Passage controls + 2000 points
More than 30 minutes lateness during a section	Passage controls + 2000 points
More than 60 minutes lateness during the event	Passage controls + 2000 points
Each section not started	5000 points

9.02 Penalties cfr. art 3.05 (only Expert)

Usage of a GPS-system	1000 points
Usage or presence of LED and/or Xenon	1000 points

9.03 Penalties cfr. art 6.01

Delay at start of the event / section	1 point / minute
More than 10 minutes delay at the start of the event / section	1000 points

9.04 Penalties cfr. art 6.02

Lack of a competition number	1000 points
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9.05 Penalties cfr. art 6.03

Correction or amendment on the time card	5000 points
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9.06 Penalties cfr. art 6.04

Exceeding the maximum speed during a BWC SPEED CONTROL ZONE	zie summary art 6.04
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9.07 Penalties cfr. art 7.02

Start too early at a self start (regularity section)	1 point / seconde
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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 check in at a timing point 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.

9.010 Challenge 'Motor Union 2000'

Only for local crews.

OVERALL WINNER BELGIAN WESTHOEK CLASSIC 2019 ()*

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 "TOURING"

1st place 2 awards

2nd place 2 awards

3th place 2 awards

CLASS CLASSIFICATION "TOURING"

1st place 'oldtimer' 2 awards

1st place 'young timer' 2 awards

1st place 'toer time' 2 awards

CHALLENGE 'MOTOR UNION 2000'

1st place 2 awards

(*) = the overall winner Belgian Westhoek Classic 2019 is the best crew in the general classification "Expert"

11.01 Touring

i. Tulip system with 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 regularity, the distance between two successive situations, the remaining distance to the next TC or start regularity);
- Roads with a 'cul-de-sac', 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;

ii. Printed 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 – so you don't need to construct a new shortest route;
- The scale of the map will be indicated.

i. Tulip system with distances

See art. 11.01.i

ii. Printed line

See art. 10.01.ii

iii. Arrows

- 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 – so you don't need to construct a new shortest route;
- The scale of the map will be indicated.

iv. 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;
- The scale of the map will be indicated.