



OSTBELGIEN CLASSIC

3 - 4 - 5 décembre 2021

BRIEFING (GB)



OSTBELGIEN CLASSIC 2021 – BRIEFING

The Thevent AG team, organizer of the Ostbelgien Classic 2021, thanks you for your presence and welcomes you to the Ostbelgien; she hopes you will have three pleasant and friendly days of competition.

1. Structure of the event

- a. Stage 1 :
Eupen TC01 – Eupen TC06 ;
- b. Stage 2, divided in 2 parts :
(1) Eupen TC07 – Weiswampach TC12 ;
(2) Weiswampach TC12 – Eupen TC17 ;
- c. Stage 3 3, divided in 2 parts :
(1) Eupen TC18 – Francorchamps TC21 ;
(2) Francorchamps TC21 – Eupen TC28 ;

2. Philosophy of the event

This historical regularity test with a secret course is carried out under the aegis of the RACB. We have tried to combine as well as possible the regulations imposed by the sports authorities, the security measures and the constraints linked to traffic with the discovery side of our beautiful region. We will head to the Eifel, Germany, Holland, Luxembourg and many more places for what is set to become a benchmark winter classic in the FIA regularity calendar.

3. Competitor relationship

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4. Catégories

There are 2 categories: Classic and Light.

Classic: category that starts first.

Light: starts 10 'after the last Classic competitor.

If a Classic competitor lost a lot of time, he could end up in the middle of the Light and regulate at different averages! Be fair and let a faster competitor pass as soon as the terrain allows.

For the Light class, you might pass signs that only apply to the Classic class, including TCS. For the Light category, there are no CP to be noted, only Human CPs

5. Official time

The official time of the rally is Tripy time.

6. Links

Official Notice Board: www.ostbelgien-classic.be or Sportity APP

Classification: www.obc2021.jbtc.be or follow the link at Sportity APP

7. Security

The most important thing to respect during this ordeal is safety!

- Health security: the elementary distancing rules and protocols put in place in consultation with the federal, provincial and municipal authorities.
- Road safety: respect for the Highway Code, speed limits, respect for residents in the villages crossed, walkers, bicycles, riders ...

8. Services

A list of suggested assistance points will be given to participants who have requested it with GPS coordinates. Reminder: always place a tarpaulin under the car during interventions and collect all your waste. Any outside assistance is prohibited between TC Regroup IN and TC Regroup OUT as well as in TC areas and at all starts.

In the departure parks, technical assistance can be provided but no assistance vehicle can enter.

Everywhere else, assistance is free, subject to compliance with safety rules.

If an assistance vehicle had to go to an RT or a TCS to retrieve a car or a breakdown service, this could only be done with the authorization of the Race Direction who will ensure that the other competitors cannot be embarrassed.

9. Starting park

Day 1-Day 2-Day 3: 'Klötzerbahn à Eupen

10. Roadbooks

The roadbook will be distributed 15 minutes before your departure time for the Classic and 30 minutes before for the Light according to the start list for each stage.

Roadbook: collection at Zweitraum, Klötzerbahn in Eupen.

With each roadbook, you will find the Test maps and the Mapbook!

11. Roadmaps

The roadmaps will be given to you on the starting podium of each stage as well as at TC 09, TC 12, TC 20 and TC 21.

The times indicated **in black** are to be observed, early check-in at TCs is authorized when indicated therein "Early Check-in".

The times indicated **in red** are recommended to respect the planned schedule but not penalized.

In order to allow you to respect the highway code, 15 minutes delay per part of a stage is allowed from TC to TC without penalty. In addition, several TCs are located right after a break so it's easy to make up for lost time by reducing your break time and clocking in on time.

If the weather or traffic conditions so require, this 15-minute period may be reassessed by the Race Direction and you will be notified via Sportity.

On the back of each roadmap are the PC boxes to be completed for the current section.

Important: if there should be a contradictory indication in the documents, the indications included in the roadmap always take precedence over those included in the roadbook.

Likewise, the average speed indications to be observed in the averages table always take precedence over the indications given in the roadbook.

12. Averages

The averages are given in the form of a table with the various changes and in the form of tables with the passage times according to the distance traveled.

Some average changes are indicated in the roadbook but this is not systematic.

13. Use of the Tripy system

- a. The Tripy system, a system based on GPS technology, is used for timing.

It will not only make it possible to time each crew during the RT (Regularity Test), but it will also carry out the electronic clocking of certain TC (Time control) and TCS (Time control per second). Tests 01, 04, 05, 07 are timed with photocells or pipe measurement.

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

To avoid being penalized, a crew may only cross the yellow panel at its ideal time. Ex: a crew must check in at 10:06 am. Therefore, he cannot pass the yellow sign before 10:06 am if he does not want to be penalized.

The place of control is virtual and will be indicated on the field (red sign).

When the TC is timed at the Tripy, **do not stop at this virtual control**, the time being recorded automatically when it passes.

To know your check-in time, all you have to do is look at your Tripy when the car crosses the red sign. You can enter this time on your roadmap in the box reserved for the competitor (competitor only) in order to calculate your ideal time for the next TC.

The exact position of the yellow sign is the sign placed on the side of the road by the organization, as long as it has not been removed by a malicious person.

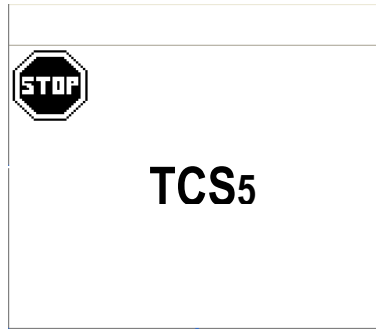
So always watch your Tripmaster when approaching a TC and stop when you are 100 meters away if you do not see the yellow organization sign.



There is always 80 to 100 meters between the yellow sign and the red sign. The distance shown in the roadbook for the TC is that of the red sign.

- c. **Procedure for pointing at a TCS**

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



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

Ex : Pointing at TC 4 : 20h05'
 Time allowed to get to TCS 5 : 3' 05''
 You must point to TCS 5 : 20h08' 05''

How to point? 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 to check in to the second (in our example above: 8:08:05 p.m.).

To be pointed exactly with the Tripy, you must be moving on the TCS line: you cannot park in front of the red sign and wait for your ideal time; you must cross the line of the sign **with a minimum speed of 10 km / h**.

As soon as you have crossed the red sign representing the TCS, the Tripy will indicate for about 20 seconds your precise check-in time. You can then report this time on your roadmap in the box reserved for the competitor (Competitor only) in order 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 score at TCS 6 taking into account the time limit of 5 '26' '. You have to add up the times, so 8:08:05 p.m. (TCS score 5) + 5 '26' '= 8:13' 31 ''.

On the other hand, if you had clocked in at TCS 5 3 seconds late, at 8:08:08 '' ', you should check in at TCS 6 at 8:13' 34 '' '. We never make up for lost time previously.

When a TC follows a TCS, seconds should be disregarded in calculating the TC score.

Ex: according to the example above, you must point at TC 7 taking into account the time limit of 4' '. Your reference time for setting your check-in time is 8:13 '31' ', regardless of seconds, i.e. 8:13 p.m. You will therefore have to check in at TC 7 at 8:17 p.m.

- d. The procedure for starting an RT in auto-start (Auto-Start) is identical to that of a TCS. The Tripy screen will display a symbol and count down the meters until the arrival of the departure panel.



The place of departure is always clearly indicated in the roadbook and materialized on the ground by the following sign:



To take the start of an auto-start RT, the crew must come up to the panel and start at their ideal time.

- e. If, depending on the vagaries of the race, two crews were to start an RT at the same time, the crew arriving first at the starting panel will have priority.

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

You must take into account that the time shown on the roadmap between a TC and a departure from RT is only indicative.

In this case, the second car, which will see its time between the TC and the RT start increased to an additional 30 seconds, will therefore not be penalized (as described in point 10.5.5 of the Supplementary Regulations).

The time allowed, indicated on the route sheet, between a TC and a RT start or between two RTs, is always indicative. It is good to point out that the check-in time of the TC following the RT, or a series of RT, must be respected, under penalty of penalties described in point 10.5.3 of the Supplementary Regulations.

Do not start more than 10 minutes ahead of the recommended time.

- f. Given the difficulty in obtaining passage authorizations and the care taken in the RB to point out delicate areas to you, the race management will not hesitate to penalize any excess, in accordance with Art 9.4.5 of the Supplementary Regulations. the ordeal.

Speed checks in sensitive areas are carried out through the Tripy system.

Between two clearly identified points on the ground, the competitor must not, under any circumstances, exceed the speed prescribed in the roadbook, in the "Instruction" box preceded by the words "RADAR". If, on the sector determined by the two points and clearly identified as "RADAR", the speed not to be exceeded **is measured on the average of the zone**, not at instantaneous speed, the penalty provided for in point 9.4.5.3 of the Supplementary Regulations will be applied.

No RT timing can be taken in the speed control area of a "RADAR". Likewise, no timing is taken **within 200 meters** of a "RADAR" speed control sector. Sectors where the speed must be adapted according to the indications in the roadbook or the average to be achieved during a RT may be subject to time-taking if the word "RADAR" does not appear.

- g. There is no time taken less than 200 m from the start or 200 m after a "RADAR" zone.

- h. **RT 10 does not exist and Test 02 Francorchamps is unfortunately canceled.**

14. Some important reminders about the roadbook

- a. As the theory wants it, in the sectors crossed by metered arrow, between two notes, it is advisable to stay on the main road (SOMR - Stay on main road).

Dead-end streets and ECLs (Except Local Traffic) and similar as well as all roads blocked by an F99 a, b or c signal (roads reserved for pedestrians, cyclists, riders and / or agricultural vehicles) are not indicated and are therefore considered as walls, unless one of these roads is taken or if the fact of informing them is necessary for a good understanding of the route. The same applies to parking areas marked with a P. The following sign does not constitute a prohibition to use the path or the road in question:



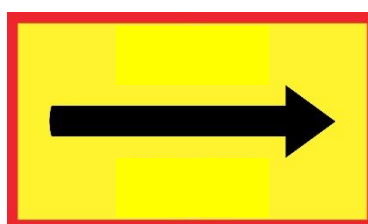
The mention « bei frost, schnee und tauwetter / kein winterdienst » means: "in snow, frost or thaw / no spreading service"

Even in the event of snow, we have the authorization of the municipalities to pass through it, so ignore the ban.

- b. Regarding the drawn map, the route drawn up and the instructions in the roadbook (points to be connected) must be observed scrupulously. **The card still prevails in the field.**
- c. For maps to be drawn by following the numbered or unnumbered arrows, you must take the shortest path from arrow to arrow, without ever crossing or crossing a route already taken. Don't be scared, these maps are pretty easy to follow. If they are not numbered, you must link the arrows step by step or a TC, TCS or RT indication (also the closest). Pay attention to RADAR areas in maps!
- d. Roads on curbs and cassis: roads on curbs are indicated as normal roads, the arms of the diagram representing them being however hampered by the conventional sign of cassis (~).
- e. Temporary signage installed following works or a temporary bypass for the representation of the diagrams has not been taken into account.

15. Regarding the road route

- a. We insist on the fact that the roadbook was produced in a responsible way: when the route allows it, that is to say outside any dwelling, the sectors are competitive and the average is 45 to 50 km / h.
- b. If the route passes through a village or a hamlet, the average is always less than the maximum allowed. We invite you to consult the time and the mileage of the sector above the roadbook page. As passage authorizations are very difficult to obtain, the race management will not hesitate to penalize, or even exclude, a crew who does not respect the limitations 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 CH / TC. Likewise, if a last minute deviation causes you to avoid a TC carried out by means of the Tripy, it is advisable to accumulate the times to check in to the next TC Tripy. If a deviation is installed in an RT, the times that follow the deviation are automatically canceled.
- d. Arrow installed by the organization in the event of a deviation:



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

Before leaving, consult the Official Notice Board to learn about any changes.

16. CP

- a. There are a few CP (Passage Control) along the route.
- b. The CPs are either manned by staff or of the "night road" type to be surveyed yourself.
- c. CPs held by staff are announced by the following sign:



- d. The "night routes" CPs are as shown below:



Sometimes with a Göhlta, Ostbelgien or The Event logo

- e. You must transcribe on your waybill the letter or number shown on the CP "Night routes".
- f. There are no "fake" CPs but there may be some that apply to the other category.

17. The jokers

- a. Each participant has a number of "jokers" per stage in RTs.
This number will be communicated at the start of the day for today's stage 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. A "joker" per day will be applied for TCS,
- d. The RT or TCS "joker" does not apply to a missing or early time catch.

18. Remarks

Any remark or complaint will be made via the appropriate "QUERY FORM" found in the Information roadbook, within a maximum of 30 minutes after the arrival of each stage.
Must be submitted to the Competitor-Relationship who will forward it to the Race Direction.

Competitors are prohibited from contacting the calculation office directly.

Any complaint concerning possible blockages by residents, tractors, trucks or other vehicles ... will be treated as a race event, the jokers are intended to remedy this kind of problem within reasonable limits and not to erase a competitor's error. . Only an organizational problem or a serious blockage affecting all the

competitors will be analyzed by the Race Direction and the college of stewards to take the appropriate measures.

19. Reminder !



This sign means "Traffic prohibited except residents": it is therefore a wall. The route is not entered in the roadbook unless it was necessary for understanding



This sign means "No traffic in the event of ice, snow and thaw. No winter services ": it's not a wall. The route is generally entered in the roadbook.

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