



Ronde door Vlaanderen 2018 Regulations - English

1. Event

The "Ronde door Vlaanderen" is a Marathon Regularity Event on open roads, with a "secret route". The total distance of the event will be around 400 kms, with an average speed that will not exceed 49,99 km/hr.

2. Organiser

Autostal Hemicuda vzw
p/a Dronckaertstraat 586
B-8930 Lauwe

Chairman: Jan Verschaeve
Vice chairman: Marc Vandemoortele
Secretary: Guy Desmet
Members: Geert Delplancke - Hugo De Moor - Glenn Deschuijmere – Kevin Despriet - Karel Destorme -
Joan De Volder - Gunther Dewispelaere - Philippe Ghistelinck – Kjell Hofkens - Marc Maesen -
Frederik Vanraeynest - Bjorn Verschaeve - Steve Verschaeve - Gino Viaene.

Secretary

Autostal Hemicuda vzw
p/a Dronckaertstraat 586 - B-8930 Lauwe - België.
www.hemicuda.be - info@hemicuda.be

Responsible of the organisation

Clerk of the course:	Jan Verschaeve	lic. 2018/035
Competitor Relations Officer:	Guy Desmet	lic. 2018/034
Secretary of the event:	Joan De Volder	lic. 2018/xxx

Stewards of the meeting

Chairman	Nick Vanoverschelde	lic. 140
	Karel Vandoorn	lic. 141

Scrutineers

	Geert Opsomer	lic. 212
	Kevin Opsomer	lic. 259

3. Timing

01-12-2017		Publication of the regulations
07-02-2018		Closure of the inscriptions. A maximum of 50 cars will be accepted. A team is considered on the entry list, after receipt of the payment.
12-02-2018	20:00	Publication of some spectator areas (www.hemicuda.be) Allocation of the starting numbers Publication of the starting list Publication of timing for administrative and technical verifications
17-02-2018	08:15	Administrative checks <i>Restaurant Au Beau Jardin – Moeskroenstraat 700 – 8930 Rekkem - België</i>
	08:30	Technical scrutineering Installation of the transponder <i>Toyota Garage William Devos – Moeskroenstraat 687 – 8930 Rekkem - België</i>
	08:45	Trip check and fueling
	09:30	Start car nr. 1 <i>Restaurant Au Beau Jardin – Moeskroenstraat 700 – 8930 Rekkem - België</i>
	20:30	Finish car nr. 1 <i>Restaurant Au Beau Jardin – Moeskroenstraat 700 – 8930 Rekkem - België</i>
	22:30	Price giving

4. Eligible cars en crews

- The maximum number of teams accepted is 50.
- All cars should meet the regulations, applicable in their country of registration.
- Wearing helmets is forbidden.
- Cars will be distributed in classes, based on the year of their registration:

Class 1 - Old Timer	Cars registered before 31-12-1987
Class 2 - Young Timer	Cars registered between 1-1-1988 and 31-12-2002
	Cars registered later than 31-12-2002 are not accepted.

5. FIVA pass

A FIVA-pass, a PTH-fiche, a 'Laissez-passer pour Véhicule Historique de Régularité', a FIA-pass or an ASN-pass is not necessary.

6. Measuring equipment and maps

- All electronic, digital or analog systems to measure time, distance, speed, average speed,... are accepted.
- The use of a GPS, iPad, tablet,... is forbidden.
- Only maps, printed on paper, are allowed to be used.

7. 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.

8. Extra lights

The usage of LED and/or Xenon lights is not permitted.

9. Crew

- The team exists of a driver and a co-driver. No other people are allowed in the car.

10. Entry fee

The entry fee is set at **160,- EUR** per team. The entry fee includes :

- entry fee
- insurance
- road book
- rally plates
- use of transponder
- diner for driver and co-driver
- sandwich during the day
- drinks at the regroup

Payment :

- Account holder: Autostal Hemicuda vzw
- Account number: BE60 0682 1050 4070
- BIC GKCCBEBB
- IBAN BE60 0682 1050 4070
- Reference: RdV 18 – Name of driver + Name of co-driver

Repayment :

- 100% for as far the organiser is informed before February 7th
- 50% voor non-participation, without giving a clear reasoning
- 0% for informing the organiser later than February 7th 2018.

11. Insurance

The insurance covers the mandatory 'legal liability' for the car and its driver and codriver, as well as a 'legal aid'. The insurance does not cover personal damage (to car, driver or co-driver). The insurance does not cover damage, between two competing teams.

12. Licence

Driver and co-driver need to be in the possession of a Belgian licence. Foreign teams can buy a "one-day licence" on the day of the Event, at the Administrative checks. A "1-day licence" costs 15,- EUR per person.

13. Starting numbers

Starting order by age of the car. The oldest car gets number 1.

14. Event

Start:

Cars will start with a 1 minute interval.

Time Card:

Every crew will receive the Time Cards for the entire event, at the Administrative Checks. The competitor is responsible for the Time Cards. The roadbook will be issued at the start of every section.

Navigation systems:

The roadbook is based on the Tulip system – (with and without distances), and Map Reading. Most maps are pre-plotted (mostly scale 1:25.000), some of the maps need to be plotted by the navigator.

Regularity section

The competitor will receive details on the average speed for every Regularity section ("stage"). For most Regularity sections ("stages"), the average speed will be fix. A limited amount of Regularity Zones will have variable speeds.

15. Route controls

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 FIA TC pannel). 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 FIA TC pannel, 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. 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 the yellow FIA TC pannel between 14:36:00 and 14:36:59.

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. 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.

Manned passage controls

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 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.

Opening- and closing times

All route controls will be opened 15 minutes before the target time of the first car and will be closed 30 minutes after the theoretic target time of the last participant.

Official time

Crews can check the official time during the administrative checks and at each start of each section.

16. Refueling

Refuel areas are incorporated in the timing and the roadbook.

17. Interpretation

- The Dutch text will be valid, in case of discussion on the regulations.
- Changes to the regulations will be made by Bulletins, issued by the organiser.

18. Administratieve checks

- ID card of driver and co-drive
- driving licence of the driver
- licence of driver and co-driver – (1 day licence can be obtained)

After administrative checks, the team will receive:

- Last minute briefing
- Tripcheck
- Rally plates
- Vouchers for sandwiches, drinks and dinner

19. Scrutineering

Following documents need to be provided to the scrutineers:

- a valid insurance document
- certificate of technical control of the car

20. Tripmaster

The organiser will provide a roadbook for tripmaster check.

21. Penalties

- | | |
|---|---|
| - Missing a time control or a stamp control | 5 points |
| - Per minute late at a Time Control | 1 point |
| - Per minute early at a Time Control | 2 points |
| - Per second late at a Finish control in a Regularity zone | 0,05 points |
| - Per second early at a Finish control in a Regularity zone | 0,10 points |
| - Missing of a Finish control in a Regularity zone | 5 points |
| - More than 30 min. late per section (between 2 TC's) | Max. points/control + 2000 points |
| - More than 60 min. late in the total of the Event | Max. points/control + 2000 points |
| - Irresponsible driving behaviour | 1 ^e finding: notification
2 ^e finding: exclusion |

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.

22. Cups

Cups will be foreseen for:

- overall winner (driver and co-driver)
- team 1, 2 and 3 per Class.

23. Start / Finish / Dinner

Restaurant Au Beau Jardin

Moeskroenstraat 700 – 8930 Rekkem - België

www.aubeaujardin.be

24. Transponder

Time keeping is done by means of a transponder, to 1/10th of a second. The organiser will install a transponder in every car, it will be mounted on the inside of the car, on the right rear window. The size of the transponder is 53 x 37 x 22 mm.

At the end of the event, or at the moment of abandon, the crew needs to bring the transponder back to the organiser.