


| ORGANISERENDE CLUB | TROL |  TROL ORIENTEERING CLUB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| WEDSTRIJD | 2 ^e Nationale Lange Afstand – Wisselbeker Oosterlynck | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATUM | 19 maart 2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KAART | Hoge Mouw ISOM2018 op basis van LIDAR, januari 2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BAANLEGGER EVENT ADVISOR | Erik Van Dyck Karl Keuppens (Omega) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFO CC | Vakantiehuis Sint-Lutgardis Boskabouterpad 1, 2460 Kasterlee 51.2351, 4.94157 / 51°14'06", 4°56'30" parkeren volgens de richtlijnen van de parkeerwachters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEGWIJZERS | op de N123 tussen Kasterlee en Lichtaart | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OMLOPEN | <table border="1"> <thead> <tr> <th>omloop</th> <th>categorie</th> <th>afstand</th> <th>posten</th> <th>schaal</th> </tr> </thead> <tbody> <tr><td>1</td><td>HE</td><td>13,6 km</td><td>30</td><td>15K</td></tr> <tr><td>2</td><td>H21</td><td>10,3 km</td><td>28</td><td>15K</td></tr> <tr><td>3</td><td>H-20 H35 DE</td><td>9,6 km</td><td>27</td><td>15K</td></tr> <tr><td>4</td><td>H-18 H40 H45</td><td>9,2 km</td><td>24</td><td>10K</td></tr> <tr><td>5</td><td>D-20 D21 D35</td><td>8 km</td><td>22</td><td>10K</td></tr> <tr><td>6</td><td>H-16 H50 D40</td><td>7,3 km</td><td>21</td><td>10K</td></tr> <tr><td>7</td><td>H55 D-18 D45</td><td>6,8 km</td><td>19</td><td>10K</td></tr> <tr><td>8</td><td>H60 HB D-16 D50</td><td>5,8 km</td><td>19</td><td>7,5K</td></tr> <tr><td>9</td><td>H-14 H65 D-14 D55</td><td>4,9 km</td><td>16</td><td>7,5K</td></tr> <tr><td>10</td><td>H70 H75 D60 D65 DB</td><td>3,6 km</td><td>13</td><td>7,5K</td></tr> <tr><td>11</td><td>H80+ D70+</td><td>2,7 km</td><td>10</td><td>7,5K</td></tr> <tr><td>12</td><td>H/D-12</td><td>3,1 km</td><td>12</td><td>7,5K</td></tr> <tr><td>13</td><td>H/D-10 (B)</td><td>2,5 km</td><td>10</td><td>7,5K</td></tr> <tr><td>14</td><td>SE</td><td>3,6 km</td><td>10</td><td>10K</td></tr> <tr><td>15</td><td>SD</td><td>4,2 km</td><td>14</td><td>10K</td></tr> <tr><td>16</td><td>LE</td><td>7 km</td><td>16</td><td>10K</td></tr> <tr><td>17</td><td>LD</td><td>8,2 km</td><td>25</td><td>10K</td></tr> </tbody> </table> | | | | | omloop | categorie | afstand | posten | schaal | 1 | HE | 13,6 km | 30 | 15K | 2 | H21 | 10,3 km | 28 | 15K | 3 | H-20 H35 DE | 9,6 km | 27 | 15K | 4 | H-18 H40 H45 | 9,2 km | 24 | 10K | 5 | D-20 D21 D35 | 8 km | 22 | 10K | 6 | H-16 H50 D40 | 7,3 km | 21 | 10K | 7 | H55 D-18 D45 | 6,8 km | 19 | 10K | 8 | H60 HB D-16 D50 | 5,8 km | 19 | 7,5K | 9 | H-14 H65 D-14 D55 | 4,9 km | 16 | 7,5K | 10 | H70 H75 D60 D65 DB | 3,6 km | 13 | 7,5K | 11 | H80+ D70+ | 2,7 km | 10 | 7,5K | 12 | H/D-12 | 3,1 km | 12 | 7,5K | 13 | H/D-10 (B) | 2,5 km | 10 | 7,5K | 14 | SE | 3,6 km | 10 | 10K | 15 | SD | 4,2 km | 14 | 10K | 16 | LE | 7 km | 16 | 10K | 17 | LD | 8,2 km | 25 | 10K |
| omloop | categorie | afstand | posten | schaal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | HE | 13,6 km | 30 | 15K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | H21 | 10,3 km | 28 | 15K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | H-20 H35 DE | 9,6 km | 27 | 15K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | H-18 H40 H45 | 9,2 km | 24 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | D-20 D21 D35 | 8 km | 22 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | H-16 H50 D40 | 7,3 km | 21 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | H55 D-18 D45 | 6,8 km | 19 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | H60 HB D-16 D50 | 5,8 km | 19 | 7,5K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | H-14 H65 D-14 D55 | 4,9 km | 16 | 7,5K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | H70 H75 D60 D65 DB | 3,6 km | 13 | 7,5K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | H80+ D70+ | 2,7 km | 10 | 7,5K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | H/D-12 | 3,1 km | 12 | 7,5K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | H/D-10 (B) | 2,5 km | 10 | 7,5K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | SE | 3,6 km | 10 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | SD | 4,2 km | 14 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | LE | 7 km | 16 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | LD | 8,2 km | 25 | 10K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|----------------|---|
| | |
| START & FINISH | CC – START = 750 m FINISH – CC = 300 m |
| STARTTIJDEN | vanaf 15 maart op Helga-Start |
| JURY | Guy Tirez (Balise 10) André Aerts (hamok) Françoise Renard (CO Liège) |
| EXTRA INFO | <ul style="list-style-type: none"> ✓ De SI-Air-functie wordt geactiveerd. ✓ Voor de omlopen op schaal 1/7.500 (8 – 13) staat er geen postenbeschrijving afgedrukt op de kaart; voor alle andere omlopen wel. Voor alle omlopen zullen er losse postenbeschrijvingen voorzien zijn aan de start op -2'. Voor omloop 13 (D/H-10) worden er ook losse postenbeschrijvingen in tekst voorzien. ✓ Volg de richtlijnen van de seingevers bij het oversteken van de N123 op weg naar de start en terug van bij de finish. ✓ De drukke N123 (aan de N-rand van de kaart) staat als verboden aangeduid en mag dus tijdens de wedstrijd niet gebruikt worden. <div data-bbox="831 960 1465 1368" data-label="Image"> </div> ✓ Let op voor auto's bij het oversteken van de verharde weg die NO-ZW over de kaart loopt. Pas ook op de rest van de kaart op voor de vele zondagse fietsers/mountainbikers. ✓ Ten W van de tunnel van de N19g (de nieuwe expresweg met tunnel) zijn er recent grote bosbeheerswerken uitgevoerd. De kaart is waar mogelijk nog in extremis aangepast qua beloopbaarheid. De talrijke sporen van de bosmachines zijn echter niet in kaart gebracht. ✓ Bij de finish wordt er water voorzien voor alle deelnemers. ✓ Op de dag van de wedstrijd zullen er in beperkte mate nog extra kaarten SE SD LE LD beschikbaar zijn voor laatbeslissers, volgens het principe "op is op". |

- ✓ Voor de langere omlopen is er een drankbevoorradingpunt voorzien op de kaart, er zal echter geen controlepost bij dit bevoorradingpunt staan. Als u gebruikt maakt van dit bevoorradingpunt gelieve dan uw lege flesje ter plaatse in de voorziene blauwe PMD-zak te deponeren.

