



THE HELL OF THE WEST (COAST)

THE MOST UNIQUE CYCLING EVENT IN THE WORLD

2023 BWR CA RACE BIJBEL

APRIL 14 - 16





The Belgian Waffle Ride was created in homage to the great one-day classics of Europe with their cobblestone sectors... long, hard, multi-terrain races that test the best of the best. The BWR is just like these classics, but harder, because there is way more climbing and the unroad terrain riders are forced to cover - rocks, sand, single track, truck trails and gravel - creates a hellscape the likes of which cannot be experienced nor enjoyed anywhere else.

We offer three levels of hell to choose from.



APRIL 14-16

**NORTH CITY(SAN MARCOS)
251 N City Dr
San Marcos, CA 92096**

**(619) 408-1650
BWR.BIKE**

SCHEDULE OF EVENTS

THURSDAY April 13th

3-6pm – Expo vendor load in (optional)

6pm – Gravelstoke BWR Shakeout Ride – Lost Abbey Sanctuary

<https://www.gravelstoke.com/calendar/shakeout-in-the-hills-2023>



FRIDAY April 14th

7am to 11am – Expo vendor load in

12noon to 6pm – BWR Unroad Expo and rider registration

12noon to 6pm – Free Bike Checks for Canyon owners – Registration area

3pm – BWR Pro Press Pulpit – Lost Abbey Monastery

4:00pm – BWR Route Reveal – Lost Abbey Monastery

6pm – Venue closes

SATURDAY April 15th

9am – FasCat Breakfast Burrito Ride for Pablove Foundation – Pablove tent

10am to 6pm – BWR Unroad Expo and rider registration

10am to 6pm – Free Bike Checks for Canyon owners – Registration area

1pm – Rider Briefing #1 – nutrition strategies from INFINIT – Lost Abbey Monastery

2pm – Canyon Ice Cream Social Ride – Canyon Showroom at Mesa Rim

4pm – Rider Briefing #2 – nutrition strategies from INFINIT – Lost Abbey Monastery

6pm – Venue closes

SUNDAY April 16th

5am – Venue opens, Waffles from Ames Works and coffee from Bub's Naturals

6:40am – Call to staging for all distances

6:45am – Rider announcements

6:48am – Pro Call ups

6:55am – Belgian National Anthem

6:57am – US National Anthem

7am – Race depart – all distances

9:30am – First anticipated Wanna rider finish

10am to 6pm – BWR Unroad Expo

10:30am – First anticipated Wafer rider finish

1:30pm – First anticipated Waffle rider finish

2pm – Wafer podium presentation (Including age groups) – Draft Republic Stage

4pm – Waffle podium presentation (Including age groups) – Draft Republic Stage

6pm – Venue closes

7pm – Course closes



NORTH CITY – 251 N City Dr, San Marcos, CA 92096





NORTH CITY



North City is our host venue again for the 2023 BWR festivities and is the ideal setting for connecting with all your cycling friends. With ample Unroad Expo space and parking for all the vendors and guests, this venue will give you plenty of opportunity and space to connect with everyone over the course of the three days. It's very close to the Lost Abbey, where previous BWRs have been hosted.

North City is a gathering of fantastic amenities: Restaurants (Draft Republic), bars, brewery tap rooms, bowling alleys, Mesa Rim climbing gym and more! North City is approximately 30 minutes north east San Diego and adjacent to the campus Cal State University San Marcos.

When you arrive, please check in with one of our volunteers who will guide you to to the BWR Unroad Expo and provide you with all the information you will need for a successful BWR. Learn more here: <https://www.northcity.com>

NORTH CITY - 251 N City Dr, San Marcos, CA 92096



LOGISTICS



THE 2023 BELGIAN WAFFLE RIDE UNROAD EXPO

Here's where to go:

BWR UNROAD EXPO

287 Industrial Street San Marcos, CA 92096

DRAFT REPUBLIC

255 Redel Road
San Marcos, CA 92096



START LINE

285 Industrial Street San Marcos, CA 92096

WEEKEND PARKING

(only 500 spots)

PS2

295 June Way
San Marcos, CA 92096



PARKING

CSUSM Lots X & Y

333 S Twin Oaks Valley Rd. San Marcos, CA 92096



NORTH CITY - 251 N City Dr, San Marcos, CA 92096





WELCOME TO THE 12th ANNUAL BELGIAN WAFFLE RIDE CALIFORNIA

The only Euro-style Spring Classic on American soil, the BWR is once again being supported by **The Lost Abbey Brewery**, the coolest Belgian-inspired brewery anywhere west of Flanders. With the race venue hosted at the nearby North City in San Marcos, where the BWR Unroad Expo will have Draft Republic at the center of the festivities! Not to worry, not only will the race offer up the same type of insanity, challenge and unparalleled experience that has made it notorious and noteworthy, the BWR at North City also offers a special final **Kermesse Kross** circuit that all riders will get to enjoy, tackle, or otherwise survive in order to get to the actual finish line. This final cross-style finish will give fans and riders an extra bit of fun in celebrating the survival of all three of the BWR course options.

The 2023 edition has drawn way more world-class cyclists from around the globe than ever before... many coming to take on this Monument of Gravel for the first time, and many more just to partake in the unique challenge of the day they have come to relish. Riders coming to win have their work cut out for them, as the pro field is DEEP. This year everyone will get to share the same start line with one massive, mixed field taking off at once. There is a new course to contend with featuring several of the new Unroad features added for 2023, plus seven new sectors we have tried to permit for many, many years. This year, they're added, and we are delighted.

LET'S SEE WHAT ALL THE KAKABOULET IS ABOUT



CALIFORNIA 2023



WHAT MAKES THE BELGIAN WAFFLE RIDE SPECIAL?

If you want to get technical, it's the only race of its kind that covers as much distance of combined road and unroad sectors through the beautiful North County scenery and terribly challenging terrain. It's also the largest event of its kind and is known as a premier and very hard race, too, and the most unique one-day cycling event in the country, because everyone says it is. But, its 207-kilometers of suffering over sinuous, bone grinding roads, sandy trails and single-tracks fraught with rocks, arduous climbs, mud, cacti, water crossings, choking dust, in head-swelling heat (or rain) fought against the wind (always a headwind) make it so.

And yet, we like to think it's special because the BWR can be a metaphor for something much bigger...

The literal BWR starts out as a celebration (with waffles) and the promise of greatness to follow (riding bikes is great), which includes Lost Abbey Belgian ale at the end. But the journey really begins the day one registers to take it on. Once committed, there is indeed greatness and excitement, but there are also ups and downs with pandemics, injuries, life challenges, mechanicals and flat tires. Things we sometimes don't wager on. While there may be a plan for training, and there certainly is a course to navigate, there is no proverbial '**unroad map**' on how to survive when things go sideways. The BWR offers an extreme event for the best among us, but also a simple, back-to-the-basics challenge that makes it irresistible... though frightening to some. Many find a deeper meaning attached to the journey. **It's transcendent.**



WHAT MAKES THE BELGIAN WAFFLE RIDE SPECIAL?

And then, there is the finish. The elation. The joy. The reconnecting with loved ones and the celebration of the BWR experience... **memories that sustain.** The metaphor can take on the parallels of our life experiences. If we heed the lessons that our training imparts, we stand to gain many advantages for life in general. There are a number of edifying and entertaining nuggets that can be gleaned from this pursuit. **The reality is the road is going to go up and down and things can get a bit dirty along the way, literally and metaphorically.** Our work to get ready for such a challenge carries with it a parallel to our life. No matter who we are, we're all confronted with trails and stipulations, trials and tribulations, the heartening home runs and heartbreaks, setbacks and setups – all in the span of 7- or 15-hours, or something in between. Sectors in the BWR can serve as a reminder that some things aren't as bad as we thought, and others are unexpectedly hard; like life.

Like a test, a presentation, a graduation, a ceremony, the BWR is just a punctuating moment on the calendar, an affirmation of where we are right at that instant. It's a reflection of our current standing and stability in our growth as athletes; as humans.

The BWR suggests a lot about our character, but does not represent it completely. It does, however, provide us an annual North Star to orient our day-to-day lives around. It's pursuit, always lingering in the back of our minds, offers an opportunity for getting in touch with our higher selves (**or our inner chipmunk**). The testing of limits we approach along the journey open us up to personal growth, the transcendence of doubt and ascendance to something which at times appears out of reach, much like the **Muur van Dubbelberg** and its 23% grade. In this regard, the training is as important to our existence as it is to surviving or thriving in the BWR.



WHAT MAKES THE BELGIAN WAFFLE RIDE SPECIAL?

The finish line can bring all sorts of surprises. For many, there is the elation of making it back all on their own. Others find extra joy in racing the whole thing, never flatting and finishing higher up the standings than they thought possible. Still, others finish with the same sense of peace and joy they started with. No matter, all rouleurs roll home with a great thirst for **The Lost Abbey's BWR BADASS Ale** only finishers get to imbibe (or keep as a trophy, or both).

Finally, whether it is our training or being immersed in the **Muurhodesgate's** nasty teeth, there is inherent happiness that occurs when one is in the state of flow —when no other thoughts enter the mind other than the task at hand (which requires all of our critical thinking). Taking in all of the incredible moments of the event, just as one should in life, can be liberating.

Listening to all the wonderful tales that manifest by way of the BWR, it becomes obvious that there is an internal peace to be found within the arc of the event, from registration to the finish line libations and sensations. The actuation of our inner spirit animal is what can make this thing so damn rad... there's a majesty to reaching, aspiring and growing that is hard to achieve without a prism through which it can be brought to life. We'd like the BWR to always be more than a day's journey through the **Hell of the West** and, instead, resemble the apprenticeship of self-awareness, where the awareness gives way to more awareness, and more **BWR BADASS Ale**.

The BWR, it's a virtuous cycle and (bicycle) celebration; a metaphor for life.



WHAT MAKES THE BELGIAN WAFFLE RIDE UNIQUE?

The BWR is about mixing things – bringing together elements that don't normally fit, juxtaposing this with that – where the whole is greater than the sum of its parts. That's why **the BWR is not a gravel race**, per se, because it's simply not one-dimensional. It's the only race of its kind where roadies, mountain bikers, cross racers and gravelleers can commingle without one group having an advantage. **Its mixology is its mythology.** So, no, this is not a gravel race. The BWR is a collage in which its vitality is defined by diversity with variety as its soul...

Mighty is the mutt. Hybrid is hip. The blurred, the impure, the mélange, the adulterated, the blemished, the rough, the hewn, the black-and blue, the black-yellow-and red, the mix-and-match—these are inheriting the Earth.

Mixing is the new norm. Mixing blurs lines. Mixing erases boundaries. In that sense, mixing trumps isolation. It spawns creativity, nourishes the human spirit, spurs emotional growth and empowers deeper connections between people, and to the things most important to them. **The BWR is about mixing, contributing and borrowing from that which is lost in time or space, either just up ahead or somewhere along a forgotten unroad.**



WAFFLES - BIKES - WAFFLES - BEERS

The people of the BWR are mixologists... well-studied in the history of multiple two-wheeled pursuits with a rich appreciation for the ingredients and techniques needed for unroad riding, and for them we regularly create new and innovative mixed-surface experiences that are anything but one-dimensional.

This BWR CA course is no different and we are once again mixing things up with another new route - a cocktail that is equal parts road and unroad with features that are sure to surprise and delight. **For 2023, the BWR CA route will enjoy devilish dirty detours with not so smooth road connectors** with additional sectors that will both take one's breath away and challenge in new and untold ways. We are delighted to share it all with you...





THANK YOU FOR JOINING THE BELGIAN WAFFLE RIDE

The race has a growing cult following of fervent racers from cyclocross, road, unroad, and mountain biking that could be related to the BWR's stature in the now crowded event space of Gravel Racing, which wasn't a thing when the BWR took riders into the dirt on their road bikes all those years ago. It's important to note, the BWR was never set up to be a grinder event; it's a road race punctuated by severe terrain and 88-kilometers of unroad riding, much of which some riders wish would be gravel. No matter, the BWR has become known as much for its difficulty – all the glorious trappings of the Belgian Spring Classics – as it has for the celebratory atmosphere that pervades its every funky facet.

We have included the **Lentz is More MTB category** again for the Waffle this year in honor of our friend and hardman, Kevin Lentz, who tragically passed away from injuries suffered from a vehicle collision while on his Mountain Bike. This is not for the faint of heart or purple card recipients.

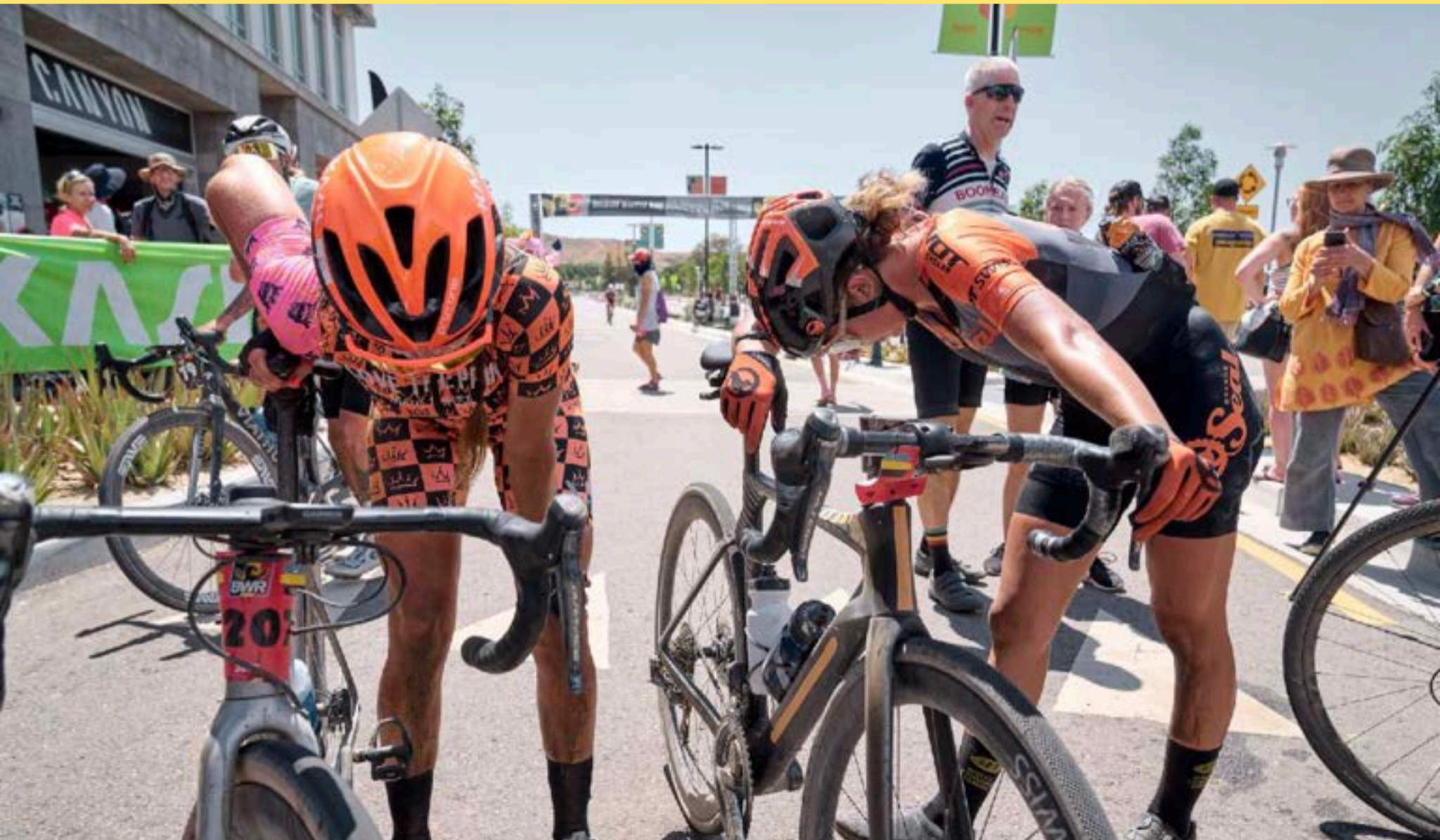


Now in its ninth year, the Belgian Wafer Ride is currently set to have riders cover 125-km (78.3-mile) of the BWR's tricky trails, hellacious hills and rolling roads. This year, across the entire Quadrupel Crown of Gravel Series, Waffle and Wafer riders alike are eligible to win both their age groups and the overall crown of the series (best four out of seven finishes). Percent-to-total, the Wafer is a little dirtier than the Waffle and takes riders on many of the most difficult unroad sectors featured in the Waffle. Granted, Wafer riders do miss out on 50-miles of difficult climbing and the most technical sectors like **The Zwartenberg, Highland Arendberg, Heisenberg's Forest, Hatfield Kreek** and **Sutherland Damberg**.

And then there is the Wanna Ride, which is not a race. A chance for riders new to this type of an event to take on a 69-km (43-miles) portion of both the Waffle and Wafer. While the Wanna is short, it has some challenging sectors to contend with, like **Lemontwistenberg, Questhavensbergen** and **Muur van Dubbelberg** sectors.

Finishing the Waffle redefines a rider's previous personal limitations. For those unprepared, who show up to play checkers instead of chess, the race can be brutal. For everyone who rides, the experience carves a deep memory of magical moments of humanity between strangers and friends along the way, as overcoming the challenges of the event connects people in meaningful and untold ways.

WAFFLES - BIKES - WAFFLES - BEERS



Moriah Wilson

#12

In Memoriam



In just a few short, brilliant years **Moriah Wilson** leaped to the top of the gravel scene. Then she was gone forever. Her final race was the 2022 Belgian Waffle Ride CA, at which, wearing #12, she won the women's field by an astounding 34-minutes... finishing 27th overall in field of thousands. Her dominance was next level and indicative of what should have been to come. 10 days after this most definitive victory, we all know what happened. **The world lost a shining star**, and coming up on this tragedy's one-year mark, the cycling world and those that knew her are still struggling deeply with the void her absence has left us with.

In honor of Moriah and in concert with her family, we have decided to retire her #12 for all BWR CAs. We wish to honor Moriah's memory and lasting legacy by forever celebrating her and this number.





THE QUADRUPEL CROWN OF GRAVEL IS THE LARGEST SERIES OF ITS KIND IN THE WORLD WITH SEVEN EVENTS GLOBALLY IN 2023!

The Quadrupel Crown is open to all Waffle and Wafer riders. For the Waffle, on top of each venue's cash prize purses, there is an overall prize purse of \$25,000 shared among the top five Waffle men and women. For the Wafer there will be prizes for the top five overall riders in the Series. For both the Waffle and Wafer age-groups, there will be awards for the winners of each age category. **BWR CA and BWR KS are mandatory for the Quad podium.**

- Inaugural BWR AZ in Scottsdale, AZ on March 4 -5, 2023
- **12th Annual BWR CA in San Diego on April 14 - April 16, 2023**
- Inaugural BWR BC on Vancouver Island, BC on May 26 - 28, 2023
- 3rd Annual BWR NC in Asheville on June 9 - 10, 2023
- 4th Annual BWR UT in Cedar City on August 25 - 26, 2023
- **3rd Annual BWR KS in Lawrence on October 13 - 15, 2023**
- Inaugural BWR México in Queretaro, MX on November 25 - 26, 2023



Each venue will showcase a challenging 'unroad' multi-surface course that takes advantage of the unique topography these beautiful locations have on offer, from the old growth forest of the Hell of the Great White North in BC to the multiple cyclocross features of the Hell of the North (KS) and the cobble stoned streets of the Infierno Del Sur in Queretaro, Mexico. Each route is uniquely designed to include a multitude of technically challenging sectors. Waffle courses range in length from 110- to 144-miles, with Wafer courses between roughly 68- and 84-miles. Some venues will have Wanna Rides, which are typically around 40-miles. Elevation gain will range from 6,500 feet to 14,000 feet for the various Waffle courses.

The Quadrupel Crown will be contested in a points-based omnium format across all seven of the 2023 BWRs. Riders competing for the Quadrupel honors and prize purse will be scored based on the total points of their top four (Quad) races. All Quad contenders must compete in BWR CA and BWR KS.





For 2023, for the entire Quadrupel Crown of Gravel series, Monuments of Cycling has partnered with OpiCure Foundation, which is a 501(c)(3) nonprofit committed to bringing awareness of opioid addiction, redefining best practices for recovery and devoting resources to affect positive change in the Utah community and beyond.

Together, MoC and OpiCure want to raise awareness about the opioid crisis by using these large gravel races across the United States to showcase the power of the bicycle. OpiCure Foundation is built around a strong team, including stand-out cyclists and founders, Cullen and Griffin Easter. The medical advisory board includes top addiction doctors and the cycling advisory board includes some of America's top cycling names, Chris Horner and Howard Grotts.

FYI - Griffin has finished second at numerous BWRs the past couple years. He was also third at last year's at BWR CA. But look for Cullen to leave his mark out there! Not to mention the new riders on team OpiCure!

To learn more about OpiCure Foundation visit www.OpiCure.org.



OpiCure
FOUNDATION



The Lost Abbey

Since the first Belgian Waffle Ride, **The Lost Abbey Brewing Company** has been a part of the Belgian experience, and rightfully so as **The Lost Abbey** specializes in producing Belgian-inspired beers, barrel-aged beers, and sours. In fact, the brewery was the host of the BWR for many years until the event just got too big for the space and moved to nearby North City.

One of the U.S.'s most revered and awarded breweries, **The Lost Abbey** is run by Director of Brewery Operations **Tomme Arthur**, who is a world renowned brew master himself. In fact, Tomme's **Cuvee de Tomme** is one of the highest ranking beers of all time. It's a huge (11% abv), sour brown ale made with candi sugar, raisins, and sour cherries that undergoes a secondary fermentation in bourbon barrels with wild *Brettanomyces* yeast. Tomme's groundbreaking accomplishment is daring in its application of so many different techniques to one delicious, award-winning brew. **It's won gold medals at the Great American Beer Festival and the World Beer Cup.** It's made Tomme a celebrity in Flanders.

The Lost Abbey has sibling brands: Port Brewing (specializing in West Coast-style IPAs), The Hop Concept (also an IPA-focused brand), Tiny Bubbles (fruit-flavored, tart wheat ales), and Kharisma Hard Tea.

Finishers of the BWR CA receive a trophy beer from **The Lost Abbey**, the BWR BADASS Ale, which has often been a version of Carnevale, a gold medal winning saison style beer brewed in celebration of Lent and the Easter season, which is upon us. Visit the Lost Abbey at 155 Mata Way in San Marcos or click [HERE](#).

We really appreciate The Lost Abbey's support all these years. DANK U!



THE BWR **UNROAD** EXPO

U N L T D

This year, with so many people attending and riders coming from all over the world to take on the Waffle, the **BWR Unroad Expo** venue was taken over more ground from last year, but still remains within North City in San Marcos; a fantastic and massive new development across from Cal State University San Marcos. The Unroad Expo will be over the course of three-days, with all the added fun and entertainment to the schedule of events. There will be live music, food, a massive Beer Garden - The Lost Abbey Monastery - plus Draft Republic offering food, beer and the awards, and over 70 exhibitors filling out the sprawling Expo grounds. It's through these grounds that the finale of each BWR race will happen by way of the **Kermesse Kross** finishing circuit which wends its way through and around the **BWR Unroad Expo**.

NORTH CITY - 251 N City Dr, San Marcos, CA 92096

THE BWR PRESS PULPIT PARTY - FRIDAY



ALEX HOWES



TRAVIS MCCABE



DAVE TOWLE



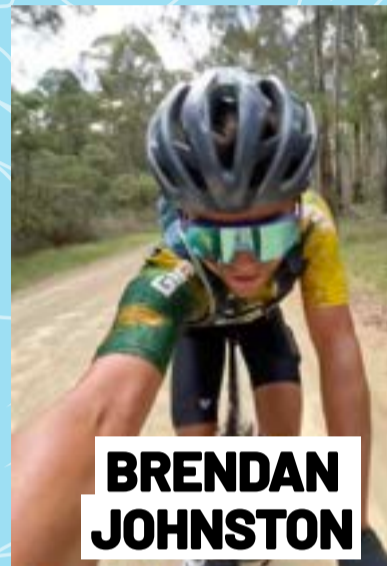
RUSSEL FINSTERWALD



NIKI TERPSTRA



MEET THE PROS



BRENDAN JOHNSTON



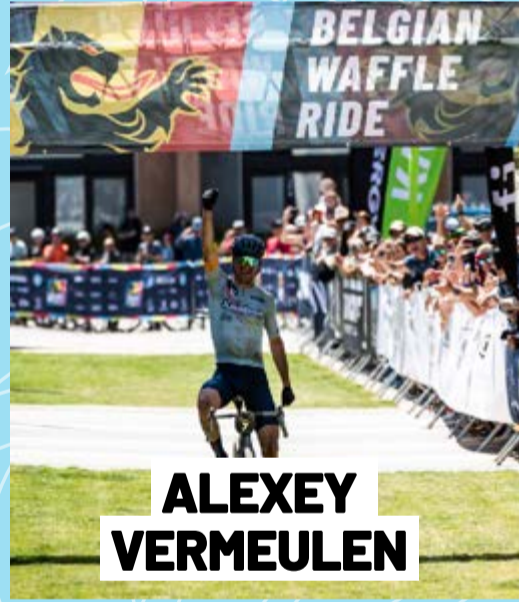
IVAR SLIK



LAURENS TEN DAM



PETER STETINA



ALEXEY VERMEULEN



GRIFFIN EASTER



JASPER OCKELOEN



ROB BRITTON



NICHOLAS ROCHE



HOWARD GROTTTS

DAVE TOWLE INTERVIEWS THE PROS



MEET THE PROS



Pro Field Press Event and Course Reveal - Friday at 3pm - Don't miss this!

We have an incredibly stellar field of world class riders once again this year. A number of European WorldTour standouts are coming to make Alexey Vermeulen's defense of his 2022 winnaar title a bit more challenging. The Dutch Mafia will be lining up for their first BWRs, including Paris-Roubaix, Tour of Flanders, and E3 Harelbeke winner, **Niki Terpstra**. Fellow Dutchmen, **Laurens ten Dam** (WorldTour standout and Gravel Locos champion), **Ivar Slik** (2022 Unbound champion), and **Jasper Ockeloen** (former Dutch National MTB Champion), riding for Canyon. Plus, we've got Canadian powerhouse (Tour of Utah winner, 2x Tour of Gila winner, and Canadian ITT National Champion) **Rob Britton**, Australians **Freddy Ovet** and **Brendan Johnston**, and Irish Legend, **Nicholas Roche**.

The American field is primed for this BIG one and joining **Alexey Vermeulen** are gravel stars from across the spectrum of Unroad racing, including multiple BWR champion and former WorldTour rider, **Peter Stetina**, first American finisher at Gravel World Champs and runner-up to Peter at a couple BWRs, **Griffin Easter**, former National Road champ, **Alex Howes**, Big Sugar winner and 3rd overall in the Life Time Grand Prix, **Russell Finsterwald**, multiple national crit champion, **Travis McCabe**, and mountain bike legend, **Howard Grotts**.

The women's field will feature numerous previous BWR champions like **Whitney Allison**, **Sarah Max** and **Rebecca Fahringer**, plus Quadrupel Crown Winnaar and Olympian, **Flavia Oliveira Parks**, a host of new and experienced BWR racers, and any of these talented riders can win. **Paige Onweller**, winner of Big Sugar and Barry Roubaix in 2022, just won the Santa Cruz Classic last week. She is primed to continue her winning ways and will have other riders like **Cecily Decker**, **IZ King**, **Chelsea Pummel**, and **Hannah Shell** to contend with.

Join all these riders and more on Friday at 3pm at the Lost Abbey Monastery (Beer Tent) at North City for an intimate discussion of the BWR race, the gravel scene and a course reveal for all to learn from.

JOIN THE BWR PRESS PARTY - FRIDAY AT 3PM



HANNAH SHELL



IZ KING



CHELSEA PUMMEL



REBECCA FAHRINGER



MEET THE PROS



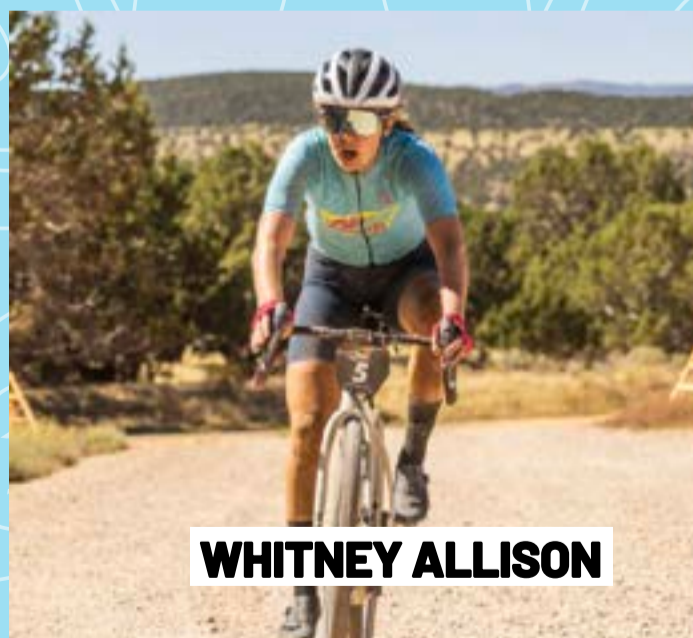
CECILY DECKER



PAIGE ONWELLER



FLAVIA OLIVEIRA PARKS



WHITNEY ALLISON



SARAH MAX

DAVE TOWLE INTERVIEWS THE PROS



LIVE COVERAGE

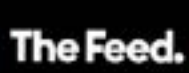
Presented by

wattbike

The BWR CA's live coverage of the event presented by wattbike will be featured on Instagram Stories. The women's race can be viewed on the **UNROAD UNLTD** account on Instagram [@UNROADUNLTD](https://www.instagram.com/UNROADUNLTD). The men's race will be covered on the BWR Instagram [@BelgianWaffleRide](https://www.instagram.com/BelgianWaffleRide). Please follow both accounts.



Undefinable and Unruly, Unroad UNLTD is not about the usual, it's about the Unusual. It's for the free thinkers and free riders who have an Unmet desire for adventure and a happy disrespect for the usual way of riding a bike. Check us out at - <https://www.youtube.com/c/UnroadUNLTD/> [@UNROADUNLTD](https://www.instagram.com/UNROADUNLTD)



ARE YOU READY?

Wattbike is proud to present Unroad coverage of the race so your friends and family can watch you find out, Live.

The Ultimate SmartBike



Whatever the answer, the **Wattbike** Atom will get you ready for your next challenge. If your schedule makes it difficult to get outside, or you crave deeper data for performance improvement, the Wattbike Atom's rock-solid connectivity, data and reliability is *always* there when you need a ride. The Atom is compatible with Zwift, TrainerRoad, TrainingPeaks and most other software, as well as the free **Wattbike** Hub app featuring 100s of training plans & workouts by the best coaches in the world.



BWR CA PARTNERS



CANYON



The Feed.





BTFU

ARE YOU READY FOR THE HELL OF THE WEST (COAST)?





WAFFLE COURSE SUMMARY

<https://ridewithgps.com/routes/42290102>

* note this course is slightly different than map

127.8-Miles/206-Kilometers

~11,000 Feet of Climbing

25 Unroad sectors

41% Unroad (Long, Sandy, Muddy, Rocky, Hilly, Ugly)

Numerous Washes, Water Crossings or Rock Croppings

3 Queen/King of the Mountain segments

3 Queen/King of the Dirt segments

3 Queen/King of the Sprint segments

9 Feed Zones

Q/KOMs:

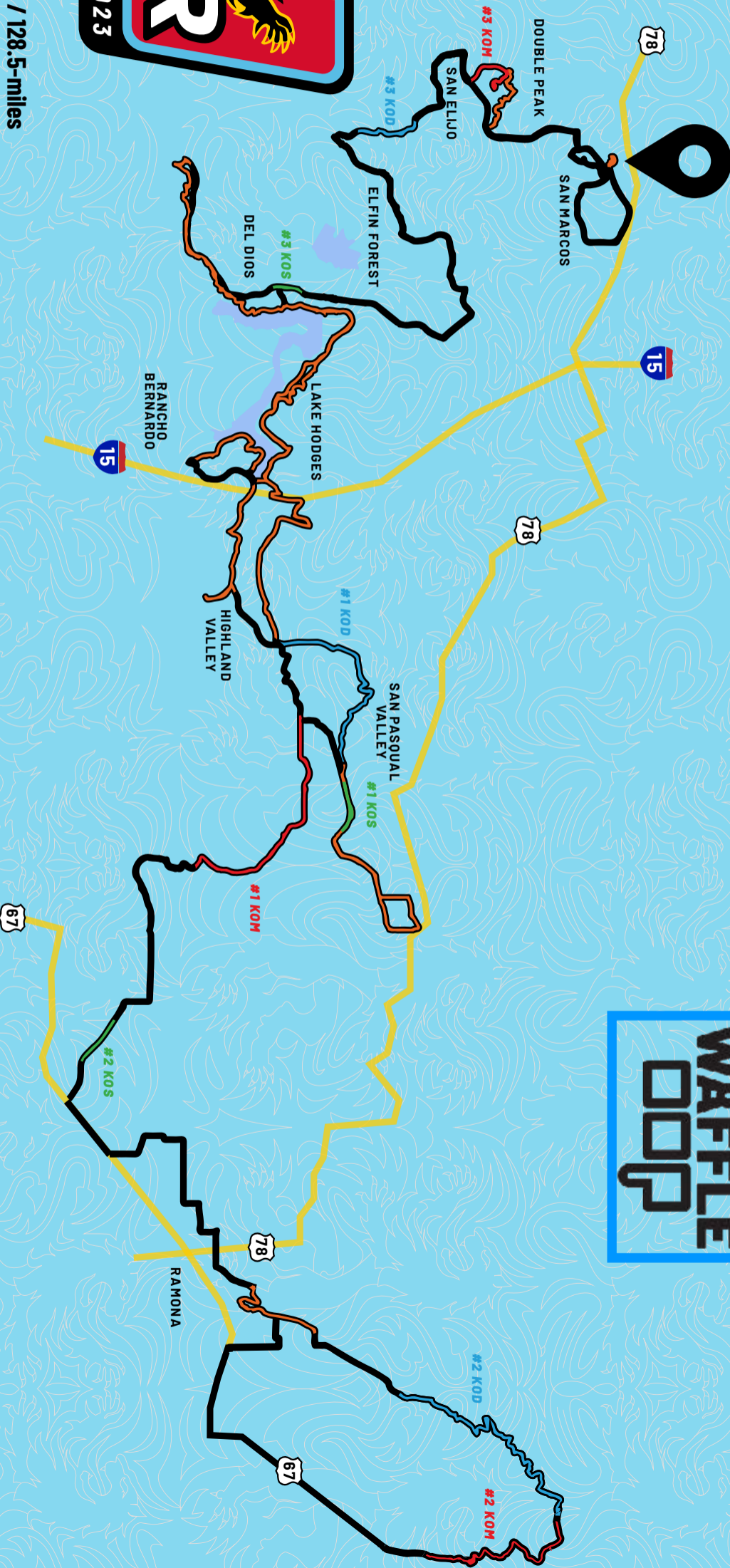
- 1) <https://www.strava.com/segments/31418222>
- 2) <https://www.strava.com/segments/34028044>
- 3) <https://www.strava.com/segments/14770219>

Q/KODs:

- 1) <https://www.strava.com/segments/30925347>
- 2) <https://www.strava.com/segments/31421536>
- 3) <https://www.strava.com/segments/3403787>

Q/KOSs:

- 1) <https://www.strava.com/segments/6985148>
- 2) <https://www.strava.com/segments/33930381>
- 3) <https://www.strava.com/segments/20480438>





WAFER COURSE SUMMARY

<https://ridewithgps.com/routes/42290403>

* note this course is slightly different than map

78.3-miles / 125-km

~6,500 feet of climbing

53-km / 33.3-miles of unroad sectors (43%)

18 Unroad sectors

43% Unroad (Long, Sandy, Muddy, Rocky, Hilly, Ugly)

Numerous Washes, Water Crossings or Rock Croppings

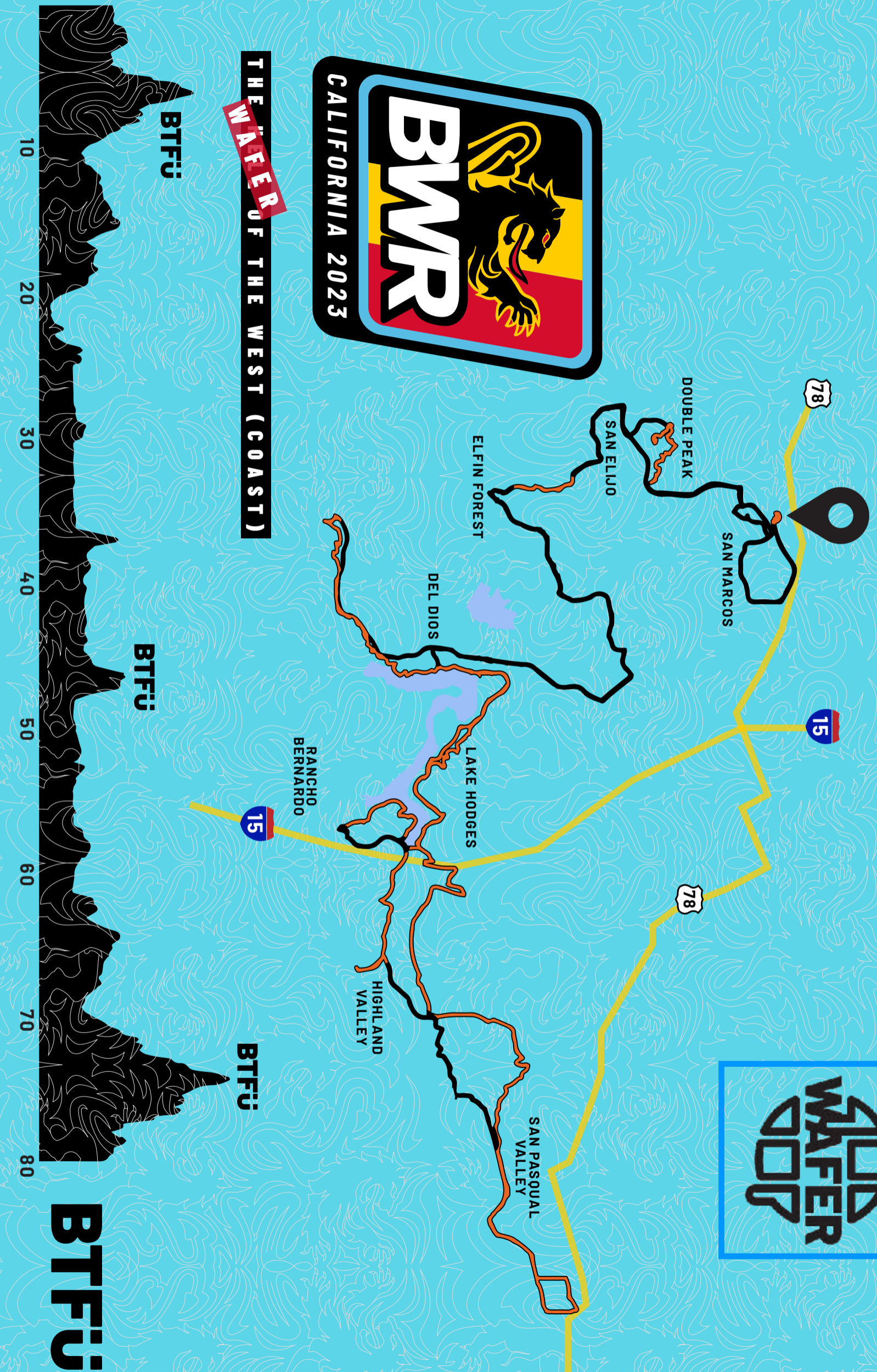
6 Feed Zones





THE WAFFER OF THE WEST (COAST)

500
1K
1.5K
2K
2.5K



10 20 30 40 50 60 70 80



BTFU



WANNA COURSE SUMMARY

<https://ridewithgps.com/routes/42290435>

* note this course is slightly different than map

43-Miles/69-Kilometers

~4,500 Feet of Climbing

6 Unroad sectors (the rest is really nice road)

24% Unroad (Sandy, Muddy, Rocky, Hilly, Ugly)

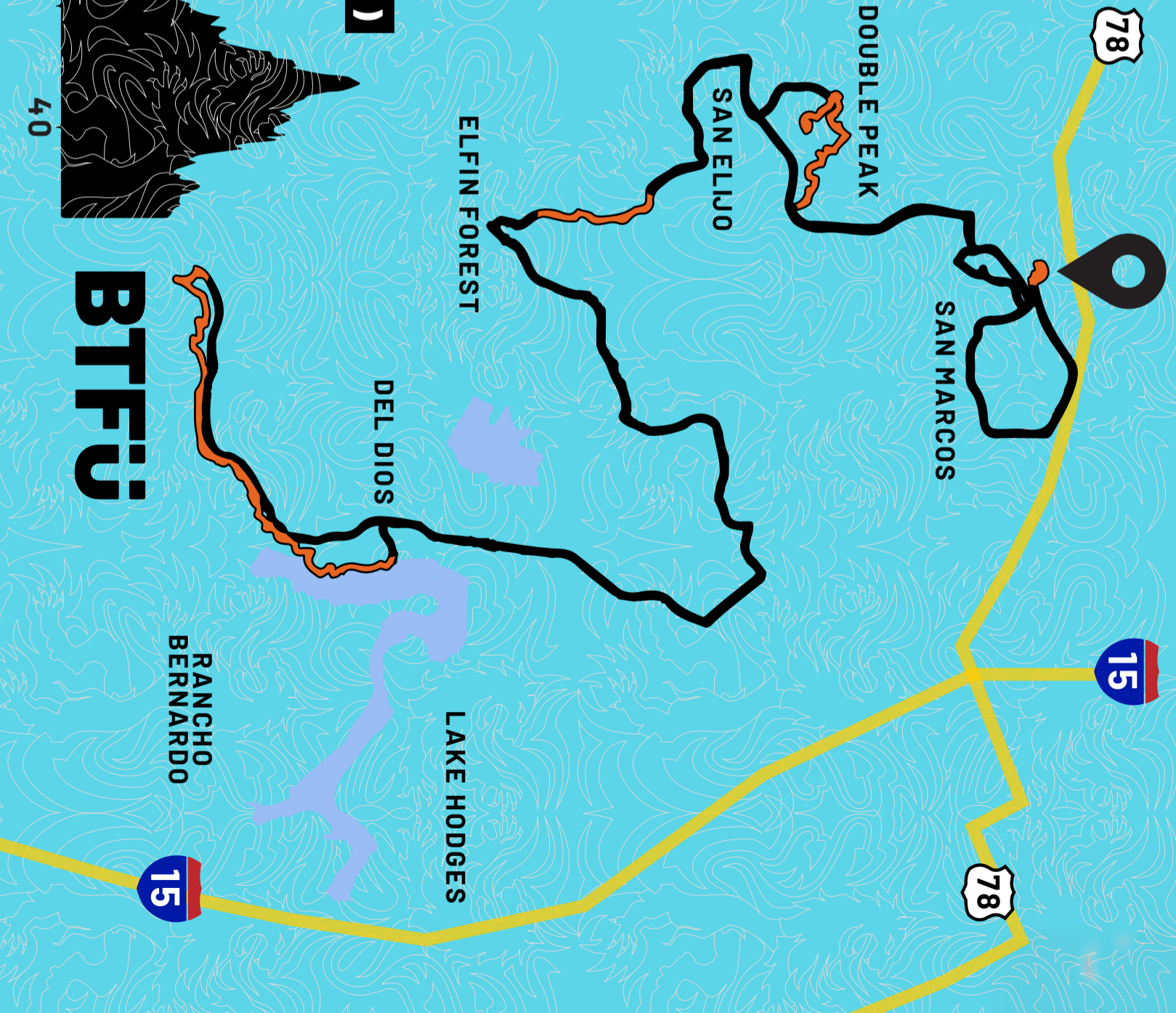
Numerous Washes, Water Crossings or Rock Croppings

4 Feed Zones





THE WANNA OF THE WEST (COAST)



BTFU



COURSE DESCRIPTION (subject to change)

The Waffle route takes riders on a ronde through North County San Diego, where it will clatter through agrarian hamlets and the Ardennes-like hills—not over classic mountains per se, but rather a never-ending string of ups and downs—along Unroads, single-track climbs, sandy and muddy trails and roughly paved roads carved through inland San Diego’s beautiful rural and sometimes forested backcountry. The 2023 course is new and features plenty of rolling hills, new and more Unroads, and a dozen categorized climbs.

Oh yeah, there will be a headwind most of the day and some of the climbs will require lots of gearing.

There are a few things that make the BWR stand out, and on top of the list, right after the obscenity of the race course, is SUPPORT. This ride is supported with CHP escorts, Police, Traffic Control, Volunteers galore, follow vehicles and has 9 Feed Zones perfectly placed throughout its 206-km parcourse.

More importantly, the BWR features an armada of media vans, Wrench House on-course support, BWR support vehicles, Unroad support with roving mechanics that cover every inch of the 85 plus kilometers of Unroads the BWR confronts ill-prepared riders with. The number of flats and mechanicals that the team addresses for the BWR is incomparable to any other event like it or unlike it.

Special thanks to Paul Dunlap of Wrench House for his unflinching support of the BWR and the team he has amassed to serve our unique event.



THE WAY WE ROLL IN 2023

BELGIAN WAFFLE RIDE AND ITS 'CALIFORNIA COBBLES'

25 Unroad sectors of rough, bone-jarring Cali-cobbles—many of them brand new—await riders along the new “Hell of the West” route.

A couple years ago, Multiple National Champion, Karl Bordine, crashed while enjoying a four-minute lead on the **Zwartenberg** descent of the Belgian Waffle Ride, seemingly for no reason at all. His front wheel vanished in the sand, putting the solo leader promptly on the rocks of the BWR.

And so it goes on the Unroad insanity of the “Monument of Gravel,” one of the oldest multi-surface races on the US calendar that’s known as the most unique cycling event in the country with its diabolically deviant collection of Cali-cobbles that are the hallmarks of the BWR’s offering.

And so many incidents like Karl’s have happened on these sectors. There seems a tortured relationship with the BWR for the peloton and its equipment choice; here is one of the most storied races in North America, and yet or perhaps because of, it can proffer absolute heartbreak and misery in the form of mechanicals, crashes, punctures, sand, mud, and a multitude of other problems... like riders running out of talent on certain technical sectors. Alex Howes, Ted King, Amanda Naumann, Peter Stetina, Amity Rockwell, Brian McCulloch, Allison Tetrick, Phil Gaimon, and myriad other potential winners have succumbed to the treachery of the ever-changing BWR course. **THIS IS NOT A GRAVEL RACE** in the traditional sense...





BELGIAN WAFFLE RIDE



BELGIAN WAFFLE RIDE



BELGIAN WAFFLE RIDE



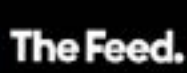
This 12th edition of the BWR rolls, clatters, sinks and slides over 207-km, with more than 85-km of Cali-cobbles spread over 25 numbered sectors; each with varying degrees of difficulty. The Unroad mayhem begins just 15-km in and Cali-cobble punctuates the route thereafter all the way to the finish, with the aforementioned **Zwartenberg** in the middle of the race and the infamous **Muur van Dubbelberg** confronting riders at the 200-km mark.

The BWR CA route, like all the great races, has changed over time, but the spirit remains as **Belgianesque** as ever... incredibly hard, festive and something for the fans to celebrate. Each year, the earlier additions had more miles and Unroad sectors added until the past couple of years where the course was barely altered. It is the first of cycling's five **Monuments of Gravel**—one the most important one-day races on the calendar in the US—and this year the course will enjoy yet another upgrade with half a dozen new Unroad sectors to confound riders.

Headwind blow over these Unroads with or without the rain and the riders who actually make it back to the finish are often caked in mud, dirt, grime and smiles.

Holding to the notion of **'Change is Good'**, this year's BWR CA not only has some incredible Unroad sectors added to its parcourse, it has had the longest stretches of Highway removed almost completely, creating a safer, more Cali-cobble intensive experience that is sure to test the world's top pros in rigorous ways as they vie for the top step of this Monument of Gravel.

The route now has Unroad sectors adding up to over 85-kms, with many of these new Cali-cobbled sectors soon to be the most celebrated of them all. The removal of the long road/highway sections means riders won't have to share the road along side cars, making it much safer. All told, **the added Unroad sectors offer more of what the BWR is so loved for** and remove the parts that riders have come to accept but not embrace. The new routing also avails opportunities for added Feed Zones and mechanical support. There will be 9 **The Feed. Zones** and roughly two-dozen support vehicles, which should make riders feel safer and allow them more opportunities for hydration and nutrition from **INFINIT Nutrition**.





BTFU

LEMONTWISTENBERG BRIDGE

Everyone knows by now the (former) initial Unroad sector, **Lemontwistenberg**, would always be a bottleneck for all but the fastest riders and in the haste to get there first, the race was often very fast and at times dangerous at the beginning along Del Dios Hwy. Much like the increased pace of the pro peloton toward **La troupe d'Arendberg** in Paris-Roubaix, where it is to the great advantage of a rider to be amongst the first handful of riders, this type of frenetic racing wont need to take place along this stretch anymore. Now, with a re-imagined start to the race, riders wont hit this sector until nearly 40-km in, not the 20-km of the past. No longer the first Cali-cobble sector, it follows one other Unroad sector, so there will be no bottle neck, just chasing.

Riders will find this new parcours to be incrementally more challenging in ways that will underscore exactly why they experienced months of equivocation as to what equipment to use and which tires to trust. Adding to the tension that only the unknown can bring (**cue JAWS soundtrack here**), and unfortunately for virtually everyone, the course cannot be revealed until the county has provided a permit for the event. Their permits have traditionally been signed over just a couple days before the starting gun fires, commencing the **"Hell of the West."**



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THE UNROAD RACE



At roughly 128-miles in length, the BWR CA is shorter in length than last year, but don't let the shortness fool ya. There is close to 11,000 feet of climbing, but it's the ever-changing and ever-challenging terrain that will ultimately ruin the unprepared. Less than half the course is unroad and the road stuff can run from smooth to broken up, but it is the unroad stuff that will break things up... gravel, sand, mud, rocks, double-tracks, DG or dirt, and the single-tracks, oh, the single-tracks. This is not to discount the other challenges of the course, of which there are many. This means the need for IRC tires can range from 30mm to 47mm in width. Please don't say we didn't warn you. **THIS IS YOUR WARNING:** When in doubt, add more rubber, more gears, more training, more grit, more waffles, more beer.

Leaving the start/finish line at North City, riders will depart in a neutral roll-out in one big wave ... and soon thereafter the **Groene Vlag** will be waved, and then the racing will commence. Riders will immediately notice they are climbing (read: breathing hard) and will do so up and over Twin Oaks Valley To Questhaven, where a lovely downhill allows riders to catch their breath before the first Unroad sector of the day presents itself - **Havensquestenberg** - which requires a dismount to enter.





K R A N K Z I N N I G

THE COURSE UNVEILS ITSELF TO ITS VICTIMS, VILLAINS, AND VICTORS LIKE THIS:

For all riders, the most important thing to constantly be thinking about is safety. There are new unroad sectors on the course that will require caution. This also pertains to going down Black Canyon, Highland Valley and any of the downhill sections...

Following is how the course will play out on race day. The first two or so blocks are neutral as the course leaves North City to Barham and over to the first climb of the day with the right turn onto La Moree. Essentially, here at 2-km, the race is on. Riders will sprint up this first pitch to stay up front and safe, and then race around the La Moree stretch over to the CSUSM campus. Once they exit the campus and turn left up Twin Oaks Valley Road, the first meaningful sector, a climb called **Verstandsverbijstering**, awaits riders, all of whom will already wonder what they've gotten themselves into...



VERSTANDSVIRBIJSTERING - 2-KM

ROAD

<https://www.strava.com/segments/30895500>

Verstandsverbijstering translates to mental derangement, but the lunacy of this opening road sector has a definitive *raison d'être* that transcends the sheer stupidity of this more than 2-km climb of 7% right out of the gate. "And what might that reason be," you ask? Well, there are several—1) to get riders properly warmed up, 2) to string things out for the next sector, 3) to create a safer way to get riders strung out.

It's doubtful a rider could win or lose on the **Verstandsverbijstering**, but this climb will certainly separate the climbers from those carrying around a few extra pounds.

The good news is at the top of this opening climb, riders will most likely be with the riders they should be, so groups can form later on that are comprised of those equally adept or challenged with going up hill.

For some, this opening sector will be wholeheartedly welcomed, while their more portly rivals will curse, cringe and cry for many miles to come as they see their race escape into the distance. It's sheer **Verstandsverbijstering** bewilderment.

ADMONITION: DON'T TRY TO STAY UPFRONT HERE, YOU WON'T SUCCEED AND YOU'LL PAY THE PRICE THE NEXT 200-KM.



BTFÜ

HAVENSQUESTENBERGEN - 3.5-KM

ROAD CALI-COBBLER, DISMOUNTS

<https://www.strava.com/segments/30895864>

The BWR has never gone this way before until last year, but most every year the course has confronted riders at the end with one final climb up to the **Muur van Dubbelberg**, which begins with the **Questhavensbergen**—all totaled to the top it's a 9-km climb, but we won't mention that yet. The **Havensquestenbergen** takes into account part of the road de-scent plus the lovely dirt section and the two forced dismounts that demarcate the beginning and end of the Questhaven unroad sector.

Havensquestenbergen will further string the peloton out after opening sectors because of the two forced dismounts, which will create delays as riders go through them one by one and remount. The dirt may also cause concern for some who lack the ability to fly down soft, sandy, muddy, slippery dirt. There is always the option to bunny hop the barriers, but the likeliness of sticking it hovers around 5%. Not a calculation worth considering. At the exit of this sector riders will find the first Feed Zone. One might think this is a bit early to drink, but trust us, riders will already be dehydrated.

Once through the whole of this sector, a left onto the paved **Troupe d'Elfinberg** will offer riders their first real chance to chase in earnest, which they can do for the next 20-km... all the way to **Lemontwistenberg**, which won't be the bottleneck it once was.

Warning: You won't be able to bunny hop the barriers, so don't even think about it. Now that we've shared this, we know some will attempt this fool's errand, so we will have cameras poised to capture the yard sales for all to enjoy later.



TROUPE D'ELFINBERG/ HARMONIE BOSJE - 7.5-KM

ROAD

<https://www.strava.com/segments/30925257>

While this combined road sector doesn't include any dirt, it is a beautiful stretch through Elfin Forest and Harmony Grove... perhaps the most popular stretch of non-coastal North County riding. The BWR had never run along this lovely stretch in this direction in the past, but riders won't notice much of anything as they attempt to make up for time they lost over the opening climb and **Havensquestenbergen** descent.

Elfinberg isn't a climb in the traditional sense, but it does undulate upwards and gain well over 300 feet over its nearly 8-km, but none of it is steady. Twisting and turning, swooping and hurling, this sector will have riders stretched out in a long line; even more elongated after the opening mayhem of the first 10-miles. This is the first time in the race where things can actually settle in, which may be good news for those chasing, but everyone should be wary of burning too many matches before even getting to **Lemontwistenberg**.

Hint: Many a rider will be freaked out by how strung out the race already is here, but it is best to temper action with wisdom by setting a good tempo rather than chasing in earnest. It's just too early on to panic. In fact, just give up the ghost and think about surviving; **think about the children**.

LEMONTWISTENBERG - 4-KM

UNROAD, SINGLE-TRACK, ROCKS, BRIDGES, MUD



<https://www.strava.com/segments/11789377>

Returning again, this demented dirt detour comes with a twist of tartness at a time when you will not be prepared for it. As the second of the 25 Unroad sectors, this tarty, tangled and treacherous trail confronts those who haven't done their homework or have never watched a Spring Classic unfold. It commences near the famous Lemon Twist produce stand along Del Dios Highway and thus gets its name, **Lemontwistenberg**. Keep in mind, this is the first long dirt sector, which always used to get clogged as groups of riders come in together, so the course has been altered. Still, get stuck behind a slow rider here and it can be difficult to get around them ...

This, the most undulating and twisty of Unroad sectors, is extremely challenging with four-kilometers of single-track trails over sand, clay, mud, water and bridges, with many rocks. It will offer far too many challenges for most roadies to get through unscathed. On top of that, this section has a nice climb to complete its contribution to the fatigue factor, so one should bring their biggest cogs, widest tires and largest lungs. And here's the real twist, you may find there is no longer a group for you to hide behind after you make it through here, as your lemon will have had much of the juice squeezed from it by the time you find pavement, which won't come for 20-kms.

Don't fret at the end of this Unroad sector when there is no longer a group of riders with you to hide in, as you trained for this moment of near solitude, didn't you?

WARNING! YOU MUST GO SLOW DOWN THE HILL TO THE BRIDGE. VERY SLOW. HEED THE SIGNS AND VOLUNTEERS.

BOCHTIG EN ZANDERIG - 4-KM

UNROAD, SINGLE-TRACK, SAND

nieuw sector

BTFU

<https://www.strava.com/routes/3072608661217851266>

New to the BWR, **bochtig en zanderig** is a gem of an Unroad feature. Picking up immediately as riders mutter “good riddance” to **Lemontwistenberg**, this sector starts the same as the **Stuur Uw Kat** sector with a tight gravel climb but descends on a very rocky single-track that is sure to make some wish they hadn’t signed up for this insanity. In fact, **Stuur Uw Kat** is a Flemish phrase that means “send your cat,” which essentially means don’t show up. Once you make it past the rock gauntlet and car wreckage riders will briefly be relieved to find some gravel, but this is where the **Kat** diverges into **bochtig en zanderig** with a tight right toward the lake to take advantage of the single track that follows the contours of Lake Hodges instead of the gravel road that **Kat** uses.

bochtig en zanderig essentially means twisty and sandy, but there is very kind of Unroad terrain woven into its nearly 4-km, including straight up gravel and off-camber turns. Wanna riders will get to exit here, whereas Wafer and Waffle riders continue past the Feed Zone at its completion and onto **Kakaboulet Omgekeerde**.

No matter which course a rider is attempting to complete, they are going to need to take the many sandy and gravel turns slowly in order to stay upright. Remember, if doing the big one, waffleurs still have 175-kms to go, so stay calm and pedal on, because what is going to be offered next will freak anyone out. It’s almost better that one doesn’t know what’s coming because one may literally want to **Stuur Uw Kat**.



KAKABOULET OMGEKEERDE - 2-KM

UNROAD, SINGLE-TRACK, SAND, BIG ROCKS



<https://www.strava.com/routes/3079083717543350266>

After sending their cat through **bochtig en zanderig**, riders will have an even more ridiculous sector to send it through. This one, the **Kakaboulet** in reverse, features necessary dismounts, jumps, narrow trails, water crossings, bridges, sand and rocks. Big rocks. **Kakaboulet** is a nonsense Flemish word used "to express dismay" and offers up its own opportunity for complete disquiet, discomposure, distress, yes, dismay and disrespect of the course creator. It's but one of many features in the BWR that make it so unique and challenging. In fact, it is sectors like **Kakaboulet Omgekeerde**, no matter when they come on the course, that help the seemingly short 207-km BWR route for this year belie its true insanity.

Rest assured, or rest according, as riders have a mile stretch to undo the discomposure and prepare for the inanity of the next hallmark sector... **Kakaboulet Omgekeerde** begins right after passing through the second Feed Zone.

WANNA Riders Note: You will not get to enjoy this signature sector, as you will get to climb up from Lake Drive and proceed up Del Dios Hwy to Citracado following the Waffle and Wafer return routes through Elfin Forest. Skip ahead to Questhavensbergen...





WHO WILL BE THE ANIMATORS AND ATTAQUEURS?





SNICKETY SNEL - 1.5-KM

UNROAD, SINGLE-TRACK



nieuw sector

<https://www.strava.com/routes/3072610494543019056>

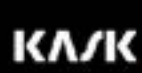
Immediately after negotiating their way through **Kakaboulet Omgekeerde**, riders will be surprised to see for the first time in BWR history that they will not get to enjoy the road sector all the way to the entrance to **Muurhodesgate**. This new Unroad sector, **Snickety Snel**, also features swoops, jumps, narrow trails, water crossings, sand and rocks. Plus a truly lovely view of the lake off to the right.

"Snel" is Dutch for "quick."

It is also the surname of the founder of a rather well-known Dutch bike shop in Utrecht. Founded in 1938, they made a name for themselves by selling nice bikes.

"Snickety," similarly, means something very small or insignificant.

Although this new sector is but a mile in length, it replaces what would have been a typical resting spot between hallmark Unroad sectors with more single-track that requires extra attention and just a bit more energy than some riders will have planned on.



BTFÜ



MUURHODGESGATE - 7-KM

UNROAD, ROCKS, CACTI, WATER CROSSING, SAND

<https://www.strava.com/segments/23052867>

After the extremely ridiculous succession of previous unroad shenanigans up to and along the western edge of Lake Hodges, a quintessential dirt sector awaits...

This is the dreaded place where it all really begins (again). **Muurhodesgate** used to be the trickiest, dirtiest, rockiest and most beastly stretch possibly on the first 25% of the course until you have to come back through it the opposite direction, which is harder. There's the initial gravel, then sand, a super-rutted ascent, the ever-growing rock garden, the holes, boulders, cacti, mud, and a lovely dip in the water crossing that awaits riders who don't follow the perfect line. All of this hits hard and one can't imagine a beat down of this magnitude after only 50-kms. While the scenery here is amongst the most picturesque, riders will only notice what looks to be a lunar landscape of rocks with small traces of dirt in between them. Pick a line. Don't let it pick you. This is probably where tire choice will matter as much as the technical Unroad riding skills honed over the spring (see [IRC TIRE GUIDE](#) for your rubberized insurance policy). It may be difficult, but at least there is a lot of fun to go still.

It is here that riders will ask themselves two questions: "Why didn't I train more in the dirt?" And, "Why didn't I train more?"



MIGHTY MULE - 4-KM

UNROAD, ROCKS, MUD, SAND



<https://www.strava.com/segments/17331870>

Right after **Muurhodesgate**, the **Mighty Mule** is merely more mischievous misery, to aimfully alliterate. If riders have managed to transverse the previous Hell of the West Unroad sectors, this slender, soft dirt and super-sand purgatory confronts riders one-kilometer later. Slipping and sliding their way along this nearly 4-kilometer connector to the next much more brutal sector, riders need to make sure their third, smallest chainring is ready for action.

By the way, this year Waffleurs and Wafeurs only get to enjoy the **Mule** one way this year, not both ways as in the past. The first pass-through is called the **Mighty Mule** because it's slightly downhill and riders are still fresh enough to chase all those who read all these descriptions, took better lines, didn't flat and trained more in the dirt.

This year there is one major dynamic that will surely come into play. The **Mighty Mule** will work its way down to the flood plain that used to just be part of the eastern limits of Lake Hodges. There has been so much rain this year that not only have we had to alter the course in the last two weeks, some of it will still be under water, including the final section that leads to **Roofvogel Bergkam**, where even more water and mud awaits riders and their skinny tires.





BTFU

ROOFVOGEL BERGKAM - 6-KM

UNROAD, ROCKS, STEEPNESS, DEMENTIA

<https://www.strava.com/segments/30925347>

The 6-km that gave new definition to the BWR last year, at least for a little while until the other new sectors began to reveal a pattern of inane insanity, technical tests and **Mad as a March Hare** challenges that taxed riders in new and untold ways.

This one really changed the complexion of the race last year, which came on the heels of the **Mighty Mule** sector, staying along the flood plain until the trail veered unpleasantly up and way, becoming a single-track unlike any that has confronted riders before. This year it's still here.

As a warning, there are plenty of stretches along this single-track that hit well over 20 percent, which means riders better have the gearing to keep moving forward. Lots of riders won't read any of these course details and will be forced to walk their bikes along much of the **Bergkam** climb. If you are caught behind them, we hope you will bring a nail file or crossword puzzle, because you will be stuck here a very long time. We also recommend while you are stopped to take a few photos and drink a bit.

The **Roofvogel Bergkam** isn't a place where the race can be won because it's just 60-km into this survival contest, but by this time riders will have already burned so many matches along the previous Unroad sectors that the wheels can definitely come off the bus here and probably will.



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SANDY BANDY OMGEKEERDE - 6-KM

UNROAD, SAND, MUD, LOSS OF TRACTION

<https://www.strava.com/segments/30925724>

We all love **Sandy Bandy**, that deceptively deep dish diversion, but this year riders get to do it in reverse... with a Feed Zone at the end. Even in this direction, riders get an unlikely excursion, eschewing the heavenly smooth and open road along Bandy Canyon; paralleling the same route on a narrow dirt trail that is mostly, you guessed it, sand—and this year, with the BWR in spring, it will be the sandiest and muddiest it has ever been for the event. Some would even say quicksand, and its depths can create more separation than the **Bandy Weg/Highland Arendberg** climb that follows. When you do fall, make sure to wave your hand for one of the marshals to rescue you.

This year, again with all the rain, dirt as turned to mud and sand has taken on new dimensions. By this point in the race you will be muddy and tired.

This unroad sector is mostly single track, so it's very hard to pass along any of its 6-kilometers. There are off-camber turns, a rocky stretch, and plenty of twists and turns to methodically eat away at riders' energy reserves.

Hint: There is a Feed Zone at the end of this sector. Stop. Refuel on INFINIT.





BTFÜ

BANDYWEG - 1-KM

ROAD

<https://www.strava.com/segments/974417>

Sadistically situated, the **Bandyweg** may not be long, but it's effective (in burning matches). It is nothing more than a kilometer-long climb, but after the initial mayhem of the first 76-kms and however many hours riders have put into their body at this point, its steepness will wreak havoc on legs, arms, egos and average miles per hour alike. Plus, this one is followed by the longest climb of the day, most of the **Highland Arendberg**. Don't look across the road, there's a creepy old couch there... you don't know which cyclists took refuge there before you.

For those with the mettle to still pedal, the peak—after so many hours of perversity, which is just a little pitch—gets steep enough to destroy much of one's will. Not to worry, finish the **Bandyweg**, turn left and the first Q/KOM of the day begins - **Highland Arendberg Kort**.

Quit shaking Wafeurs, you don't get to enjoy any of the major climbing that's coming for Waffleurs, as the Wafer route turns right instead of left and heads down Highland Valley toward another new sector. (Skip ahead to Allee Jongen.)



HIGHLAND ARENDBERG KORT - 6-KM

ROAD

<https://www.strava.com/segments/31418222>

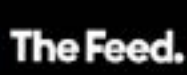
The longest climb of the day and Q/KOM #1 on the day—the cat 2 **Highland Arendberg** — commences just when riders will have stopped to catch their breath after the **Bandyweg**.

This six-kilometer climb has some pitchy bergs and peaks out at Eagles Crest, and thus the name Arendberg. Still, early on in the race, it's along the **Highland Arendberg Kort** that riders will have a hard time imagining more than 140-kms of masochistic misery are still left. Yet, many around will whimper along, praying and maundering to others between labored breaths, "that mountain off to the left isn't where we're headed, is it?"

This has been a place in the past where riders have ridden off the front, but no one has ever won from here.

It may be steep in many places, but at least it's long.

After the long climb flattens out for a bit comes the first Q/KOS of the day: <https://www.strava.com/segments/6985148>.



BTFÜ

HEISENBERG'S FOREST - 2.5-KM

UNROAD, BOOBY TRAPS, RAVENOUS DOGS, CHICKEN

<https://www.strava.com/segments/6905126>

Soon after the end of the first KOS sector there is a left turn at Main St./Julian Road and the route takes another left at Hope St. for the **Heisenberg's Forest** sector, a more than 2-km stretch that is less dangerous in terms of the terrain and more insane in terms of the craziness riders might encounter in the drug lord's 'hood. There are no trees in this forest, by the way.

A most unlikely challenge, this fanged and poisonous-tailed sector is set near the heart of rural Ramona and allows us to eschew the traffic lights of downtown. A dastardly detour for unusual reasons, it bumps and grinds through a "neighborhood" that happens to also be home to a few 'businesses' - you'll know which ones because there are shoes hanging from the telephone wires nearby.

If you're already gassed this late (or early) in the BWR and your kick has fizzled, you could easily wind up as a Scooby Snack for one of this neighborhood's devilish denizens whose sole role is to protect the 'business': Beware a piqued Pit Bull, pissed off Pincher, or Reprobate Rottweiler.

THIS ONE MAY BE FOR THE DOGS, DAWG, BUT REMEMBER THEIR TEETH ARE REAL. REAL SHARP.



A wide-angle photograph of the Hatfield Kreek course. The terrain is a mix of dry, brownish ground, green cacti, and some purple flowers. Two people are visible in the distance, one in a purple shirt and one in a red shirt, both appearing to be working on the course. The background shows a line of trees and a concrete structure.

HATFIELD KREEK - 3.5-KM

UNROAD, ROCKS, CACTI, WATER CROSSING, SAND, MUD

<https://www.strava.com/routes/2946601681108957358>

Hatfield Kreek is going to be adding a bit more chaos exactly where it is needed. For sure the **Kreek** itself will be muddy and nearly impassable.

At three and half kilometers, the **Kreek** is a cyclocross course we are employing as much for its fun and challenging features as a good way to break up the road sectors. This deliberate detour has a bit of everything 'cross racers love; grass, single track, sand, rocks, more sand, mud, dismounts and off-camber turns. We'll add some course tape and a Feed Zone here to really break things up.

Hatfield Kreek comes far enough into this 2023 edition's parcourse that for those chasing it can be an opportunity to close the gap. Similarly though, for those down the road, it's easy to enter this sector and disappear into its cacti camo, accelerating and exiting the other side with even more of a gap on the way to the **Zwartenberg**.

Riders should be reminded that speed is a friend when riding through deep sand. Any hesitation will require a dismount and the opportunity to get back rolling will be very challenging. The good news is riders who have prepared for this 'cross course within a 'cross course can navigate this entire sector without dismounting.

While much of **Hatfield Kreek** runs through the expansive Ramona Community Park—**dit is geen picknick**—this ain't no picnic.



ZWARTENBERG KORT - 7-KM

UNROAD, WASHBOARDS, SAND, KARL'S KORNER

<https://www.strava.com/segments/11863562>

After surviving the quick sand and mud of **Hatfield Kreek** and shaking it off along the false-flat on Black Canyon's paved slope, the course gives way to something dark and dirty for Waffleurs—the longest Unroad sector of the 2023 route. And it's gravel with two options: 1) ride in the middle across washboard, or 2) ride along the sides in kitty litter. Take your pick. In either case, the gravel will always be greener on the other side.

Just as the Unroad kicks up, riders will be confronted with **Zwartenberg Kort**— Q/ KOD #2 - a dedicatedly consistent 4-km ascent over washboards, sand and gravel only made worse by the 3-km descent after it, which requires going slower down than riders are able going up. To make matters even worse (read: BETTER), just after the bottom begins a challenging climb that hasn't been included in the BWR for many many years, **Sutherland Damberg**. This sector was added at the last minute because **Wildemans Wildernis** is shut down due to the rains.

Even though **Russell Finsterwald** can do this in 13-minutes, it will take many more than 45-minutes to complete... good thing it's a remarkably pristine place to feel completely alone, because there is no cell service. Sadly, many riders will barely notice anything more than the few feet in front of them... watch out for cougars, turkeys, cows, bobcats, and donkeys, all ready to pounce on the feeble.



SUTHERLAND DAMBERG - 5-KM

UNROAD, ROAD, STEEPNESS, FURTHEST PLACE FROM THE FINISH

<https://www.strava.com/segments/34028044>

The **Zwartenberg Kort** descent is followed by **Sutherland Damberg**, which **bumps and grinds and climbs for another three miles**, topping out at the highest point of the course at roughly 2,300 Feet. This **marks the second Q/KOM finish** and is followed by a long descent back to **Hatfield Kreek**, and over to **Heisenberg's Forest**.

Sutherland Damberg takes riders along **the fringes of a beautiful open preserve** shared with Palomar Mountain, rising up along Santa Ysabel Creek to Sutherland Dam. Rugged, to say the least, this sector again tests the tire and gearing choices made in the days leading up to **this unique torturefest**.

The reason why we are heading up this challenging sector is that the alternatives have been washed out. That doesn't mean that getting up this initial dirt climb will be free from ruts, crevasses, and places to dismount. It's always a terrible climb but when the added rain rutted features have been added by Mother Nature, the terrible becomes something else altogether.



HATFIELD KREEK RETURN - 2-KM

UNROAD, ROCKS, CACTI, SAND, MUD

nieuw sector

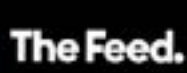
BTFU

<https://www.strava.com/routes/3076631381984767606>

Hatfield Kreek Return is one of those last minute editions we've had to make because the county and Forest Service have forced us to change the route because of all the rain. As a result, riders will get to come back through the Kreek area and over to the Feed Zone, but not exactly back tracking the original way through this sand, rock and mud sector...

Riders will come into this one from the side door and briefly the leaders will be going the opposite direction of those an hour or two behind them. The sector takes riders up to the actual muddy **Kreek** but will have riders veer right and parallel the contours of the **Kreek** without ever having to fully cross its muddy, sandy, impossibleness.

Even though this Unroad sector is relatively short, there is still potential mayhem within its rowdiness. By the way, the **Kreek** is normally very sandy and challenging to get through. Now it is very wet, sandy and muddy, making it extremely challenging to negotiate.





SAY MY NAME

HEISENBERG'S FOREST OMGEKEERDE - 2.5-KM

UNROAD, BOOBY TRAPS, RAVENOUS DOGS, CHICKEN

<https://www.strava.com/routes/2947223839370550034>

Riders return to run the gauntlet of Heisenberg where the piqued Pit Bull, pissed off Pincher, and reprobate Rottweiler all await their return. While they may be tired from chasing thousands of riders earlier on the way out, some riders could be so tired that even a napping man-eating dog might have enough gumption to tear the legs off a struggling cyclist.

Remember, if you're already gassed this late (or early) in the BWR and your kick has fizzled, you could easily wind up as a Scooby Snack for one of this neighborhood's devilish denizens whose sole role is to protect the 'business.'

These dogs (and chicken) are there merely to remind you what Heisenberg wants... "Stay out of my territory."

**BTFU****nieuw sector**

HOOGLAND VALLEI - 3-KM

UNROAD, ROCKS, SAND, DISMOUNTS

<https://www.strava.com/segments/33969670>

Hoogland Vallei. It quite possibly could become your all-time favorite Unroad sector for its diversity as a diabolical diversion of dastardly dirt devotion. Somewhere between Belgian waffles and Belgian ale, Waffleurs and Wafeurs will be confronted with this beautiful, badass, bucolic, and bush-laden sector, which happens to be the most dynamic Unroad sector we've ever woven into our two-wheeled celebration.

At just 3-km in length, **Hoogland Vallei** packs so many funky facets into one demonic detour it is a perfect microcosm of this year's BWR CA course. **HV** proffers seven punchy, jagged little climbs and is delivered with sand, single-track, double-track, water crossings, dismounts, bridges, rock outcroppings, and banked twists and turns. Yes, at times, **Hoogland Vallei** is a fun, flowy trail that is one of the best in the entire San Dieguito River Park system. (By the way, Monuments of Cycling rents out this network of trails for the benefit of every waffleur on race weekend.)

Hoogland Vallei contours along the hillside, just above Highland Valley Road, for three quarters of its length. It is well-maintained by **Ranger Dave Hekel** and the stewards of SDRP, and slightly rises over its nearly two-miles of insidious insanity.



INFINIT

BUBS
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TIRE

The Feed.

PowerBar

MUMU
TRAILER EFFORTFCS
cat

KCO

KASK

SPINERGY



nieuw sector

MEER DE WHEEL/

BERNARDUS INTERRUPTUS - 4-KM

UNROAD, ROCKS, MUD, SAND, DISMOUNTS

BTFU

<https://www.strava.com/routes/3076906562179885686>

Bernardus Interruptus is another new sector added this year after many years of wanting to take riders over to this side of Lake Hodges. This **Interruptus** of 4-km packs a lot of different terrain into its relatively short Unroadiness. For sure, it too has the same sort of rowdiness of the other new sectors in terms of twists and turns, bridges, single-track, double-track and dismounts for the uninitiated.

This circuitous sector wends its way around Rancho Bernardo Park, which is a peninsula that sticks out into Lake Hodges. Riders will enjoy the beauty and serenity of this area, which features a lovely wooden bridge, woodland foliage and wide open Trails with beautiful views, which is why this is such a popular hiking area. As the Unroad nears its end the trail becomes more narrow and challenging, and once completed riders will get to fly over the **David Kreitzer Lake Hodges Bicycle Pedestrian Bridge**, the world's longest stress ribbon bridge. The bridge has an inside width of 12 feet and a total length of 990 feet between abutments. There are only two piers in the lake, creating three equal spans of 330 feet each. This is the first time the BWR has ever gone over this bridge.





THIS YEAR WE'VE GOT MORE BRIDGES THAN EVER BEFORE



ZEDDE OP UWE KOP GEVALLEN?

UNROAD, ROCKS, MUD, SAND, WHOOPS

nieuw sector



<https://www.strava.com/routes/3072612284725201052>

After a very short paved respite from the energy-sapping dirt (unless you stopped for a massage or a coffee at the end of the **Bernardus Interruptus**), the headwind that blows across Lake Hodges will exacerbate the difficulty of the dreaded **Hodgesmuurgate**. This year, riders don't get to complete this sector, but they do get to do the hard part, including the bridge crossing, before commencing **zedde op uwe kop gevallen? (Did you bump your head?)** Just as the Unroad finally starts to go down the new route takes a detour up onto a much more technically challenging sector.

Now 5-, 6- or 11-hours into this trip, riders won't quite be able to smell the waffles nor beer, but they will begin to smell the salt air of the Pacific being carried by that pesky westerly wind across the lake. Now riders get to navigate the ever-growing rock garden and do so into the worst headwind of the day. At this point, fatigued riders can make all sorts of mistakes. Simple ones, like choosing the wrong line through the water crossing or over the teeth-like rock section, can spell doom and destruction. Along this new stretch, riders may want to walk their bikes through some of the more challenging technical sectors.

If riders do make it past all of these obstacles, there will eventually be another Feed Zone to seek refuge at, but not before another new Unroad sector and Kakaboulet.

Hint: This sector can destroy wheels, handlebars, saddles, spokes and the will to go on the next even more challenging sector.





nieuw sector

SNELLY SNICKET - 1.5-KM

UNROAD, SINGLE-TRACK

<https://www.strava.com/routes/3072611318803722396>

Just like the previous **zedde op uwe kop gevallen?** Sector, **Snelly Snicket** is another new one, and this one is even more for the BMXers. For those riders just too damn tired at this point to go on with another challenging sector, we will have Bob Haro posted up here to sign autographs and provide words of encouragement, as he is wont to do.

The varied terrain, with jumps and bumps, runs parallel to Lake Hodges and follows along its northern border until it reaches the parking lot, which delivers riders to the start of **Kakaboulet**. Earlier on in the day riders rode **Snickety Snel** in the opposite direction, on the other side of the road.

Although this new sector is but a mile in length, it replaces what would have been a typical resting spot between hallmark Unroad sectors with more single-track that requires extra attention and just a bit more energy than some riders will have planned on.



KAKBOULET - 2-KM

UNROAD, ROCKS, DISMOUNTS, THE KITCHEN SINK

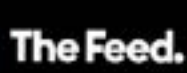


<https://www.strava.com/routes/3079085161639983514>

Now riders get to face back to back sectors during which they may ask themselves if they are getting punked... Once again incorporated into this unique event with permission of the SDRPT Park Ranger, Dave Hekel, **Kakaboulet** has to be the most interesting BWR sectors of them all; for both Waffle and Wafer. It barely has any incline to it but bring all sorts of rocks and challenges that everybody will have to get off and run their bike at some point, even the leaders.

The varied terrain runs parallel to Lake Hodges and follows along its western border until it reaches Hernandez Hideaway, which delivers riders to the base of a very steep hill. Remember, **Kakaboulet** is a nonsense Flemish word used "to express dismay." It is short in length and starts just after **Snelly Snicket**. Once on this sector, it's easy to express dismay at this most unique sector of the event. There are big cactus, little bridges, banked turns, whoops and jumps... and really big rocks. There are a series of tricky tense ravines that many will choose to walk through, while some will ride, and possibly, not so successfully. Eventually, all must get off and navigate the rocks as though it were a cyclocross race. Riders may have to dismount several times along this sector. It's ok... they'll be really tired anyway.

Hint: If you think you might not make it, you won't.



QUESTHAVENSBERGEN - 5-KM

ROAD, CALI-COBBLER, DISMOUNTS, DISMAY



<https://www.strava.com/segments/9290575>

Alluring in a most glorious way to the Belgian Waffle Ride, **Questhavensbergen** is the beginning of the final climb of the day for everyone. The 8-km plus climb up to 1600 feet (Including **Muur van Dubbelberg**) commences through the Questhaven Retreat of the Christward Ministry. It's a non-denominational Christian retreat nestled among chaparral-covered hills encompassing 655 acres of pristine wilderness with hiking trails inviting the worship and experience of God in a beautiful natural setting. Barely staying upright, riders may struggle through this oak-lined canyon and shaded woodland sanctuary, forced to focus only on the stress at hand... unable to experience the centered stillness and quiet necessary for the awakening that lies at the top. It is here, many riders will stop to pray.

Questhavensbergen offers more than any other sector in BWR history. If riders make it this far, their eyes, mouths and stomachs will be treated to delights of all varieties; the kind that may entice them to quit or at least hang out for a while at Coureur's Oasis Feed Zone (#8) – Also, riders in the hunt will find the final Q/KOD category sector: <https://www.strava.com/segments/3403787>

BE WARNED: THERE WILL BE MANY THINGS HERE THAT WILL GET IN THE WAY OF FINISHING OR FINISHING BEFORE DARK. Don't forget to take a picture, eat some bacon or have a lavender spritzer.

Hey, at least you made it this far.





MUUR VAN DUBBELBERG - 1.5-KM

ROAD

<https://www.strava.com/segments/14770219>

If you make it to the top of Questhavensbergen to the right turn at San Elijo, congrats, you've still got the worst part of the climb in front of you. In fact, the **Muur van Dubbelberg** is the last and worst climb of the entire course.

Double Peak, as some like to call it, gets its name because many who attempt it end up "seeing double." It is the wall that Foreigner made famous with their hit song, "Double Vision." The Muur is the final and steepest climb of them all, attaining a grade of 23% at one point near the top, which comes very late in the race. It's cruel and unusual and therefore perfectly in tune with our mantra: **BTFU!**

Whether one pushes their bike, pedals it or drags it up, at the top the most glorious views and the final Feed Zone (#10) await. Plus, it's all downhill thereafter and soon finishers will be lapping up the liquid joy of a Lost Abbey BWR BADASS Ale and swearing to anyone that will listen, **"I will never do the BWR again, but F#@K, wasn't that incredible?"**

Note: If you make it here, you are surely to finish, but please take care to go slow on the Twistenweg to ensure your place at the finish line.

Another note: This is Q/KOM #3.





DUBBELBERG CIRKEL - .5-KM

ALMOST UNNECESSARY UNROAD, BUT THE VIEW

<https://www.strava.com/segments/28759794>

After finally making it to the top of **Muur van Dubbelberg** for the photo op, riders have now made it to the final Feed Zone where many will see dancing harlequins, cavorting nymphs, Aztec temples, and all sorts of denizens of the underworld. If a rider makes it this far, they will most certainly finish this race, which is what makes this particular place such a powerful one. Many spend much of the day contemplating that final climb up the **Dubbelberg**, wondering if they will actually make it there and not have to walk their bike. (Many will walk their bikes.)

Alas, refreshment awaits, and so does a mostly downhill run to the finish. After the Feed Zone (#9), there remains a not-so-easy diversion to the top of the park for the best panoramic view ever. One can even see the Lost Abbey Monastery from here. This tricky little circuit is the **Dubbelberg Cirkel** and sadly some will have to walk their bikes to the view spot. Once this sector is navigated, on foot or two wheels, there is a short plunge down to the next dirt sector, so keep the hands on the brakes and be ready to slowly make it onto the unroad of **Dubbelberg Twistenweg**.

Special thanks to IRC, who make this final Feed Zone something wonderful to experience. Take a moment to look way down to the Northeast, where you can see the finish line festivities you're missing. Get a move on. **It's all downhill from here.**





DUBBELBERG TWISTENWEG - 3-KM

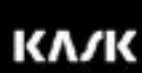
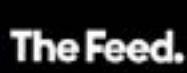
UNROAD, DG, CALI-COBBLER, SLIPPERY TURNS, DISMOUNT

<https://www.strava.com/segments/11629331>

In years gone past, reaching the top of the **Dubbelberg** meant finishing was just a matter of letting gravity do its thing. This sort of made the last 15-km or so a bit anti-climactic or worse, so we decided to skip the full descent of the **Muur van Dubbelberg** and add in a fun, tricky, twisty dirty trick, forcing riders to once again test their gravel grinding skills in a masochistic maze of trails that offer a view of the finish line but provide no direct line toward it. At roughly three- kilometers in switchback length, this is the zig-zaggiest and perhaps sickest of all the sectors. **Dubbelberg Twistenweg** requires skills, sacrifice, singular focus and a sense of humor to navigate, as once again the opportunity to walk the bike becomes a necessity if any of those things are missing from a rider's repertoire. It may be twisted, but it's demented, too.

WARNING: Please go slow here or you'll regret the time you'll spend with the paramedics who await the arrival of those who pay no heed to such admonitions.

Once the **Twistenweg** is completed, a nice plunge down toward the final sector, **Opwinden**, which awaits at the Unroad Expo along with Lost Abbey BWR BADASS Ale. But this penultimate detour can't be taken lightly.





<https://www.strava.com/routes/2923293174634037850>

Ah yes, the end. The finish. The celebration. The Belgian ale. The Waffles.

One cannot finish the BWR in 2023 without negotiating the final sector, **Opwinden**, which will be a test of all riders' cyclocross skills and quite possibly the place where the race will be won or lost.... all within the confines of the BWR Unroad Expo. Spectators will have a view of riders as they come into the expo area, circumnavigate the tents and booths, to finally end on the grass strip that welcomes riders to the finish line at **Draft Republic**.

This year, with the glorious new venue to accommodate 10,000 cycling revelers all at once, we have the pleasure of adding this finishing **Kermesse Kross** circuit... all in front of the throng of spectators to cheer, cajole, heckle, throw beer and otherwise make life more fun. Navigate this sector and the glory of surviving the 12th Annual Belgian Waffle Ride is yours.

Once safely back to the finish, riders can expect a vibrant post race festival with live music, revelry, Belgian waffles, entertainment and lots and lots of beer drinking courtesy of **The Lost Abbey**.



IN HONOR OF MORIAH WILSON, WE HAVE RETIRED HER #12





ALEXEY VERMEULEN HAD A SPECTACULAR 2022!





BTFÜ

AFWERKEN

It is here at **the finish line**, listening to all the wonderful tales that will manifest by way of the BWR, it will become obvious that there is an internal peace to be found within the arc of the event, from registration to the finish line libations and sensations in between. **The actuation of our inner spirit animal** is what can make this thing so damn rad... there's a majesty to reaching, aspiring and growing that is hard to achieve without a prism through which (like the BWR) it can be brought to life. We'd like the BWR Arizona to always be more than a day's journey through the Hell of the North (Desert) and, instead, resemble the apprenticeship of self-awareness, where the awareness gives way to more awareness, and more **BWR BADASSEDNESS**. MORE WAFFLES. MORE BEER. MORE BEER.



The Feed.

The Feed. is the BWR's partner for all the aid stations where we will have hydration and food throughout the course. There will be excited volunteers to help riders get what they need, and quickly. There is a magnitude of locations to stop and fuel...

About The Feed

We are athletes like you. We have experienced how eating smarter can make a meaningful difference in our training. Improving your nutrition is one of the quickest ways to see meaningful improvements in performance. [Visit them here.](#)

#feedyourspeed

There are nine **The Feed. Zones** on the Waffle course (six for Wafer, four for Wanna) to help riders get the proper hydration and food requirements from **INFINIT Nutrition** to finish the event. All of them are run by volunteers giving their time to make riders' experiences the best ever. We will also have **PowerBars** to help riders make it to the finish.

Riders will have the ability to fill their bottles on course with race feed zones stocked with the [BWR Belgian Berry Endurance Blend](#): An all-in-one endurance fuel formulated with all the calories and electrolytes athletes need for rides spanning 3-hours or more.

Other food and beverages:

Water
Coke
Bananas
Peanut Butter Pretzels
Fig Bars
Peanut butter & Jelly Sandwiches





OFFICIAL NUTRITION & RECOVERY PARTNER

We are excited to announce a new partnership with INFINIT Nutrition to support the riders of all the 2023 editions of the BWR, all of which are a part of the largest and premier gravel race series in the world, the Quadrupel Crown of Gravel.

The collaboration includes the creation of exclusive BWR nutrition and recovery drink mixes formulated for the rigors of endurance gravel racing, which will be available at all BWR events and online at <https://infn.us/BWR>.

Riders will have the ability to fill their bottles on course with race feed zones stocked with the BWR Belgian Berry Endurance Blend: An all-in-one endurance fuel formulated with all the calories and electrolytes athletes need for gravel rides spanning 3 hours or more.

In addition to the BWR Belgian Berry Endurance Blend, INFINIT has also created an exclusive BWR Speed Mix designed for shorter 1-3 hour rides, as well as the BWR Recovery Mix featuring a three protein blend, which will help promote faster recovery times after training and racing. The official BWR Blends are available for purchase online exclusively at <https://infn.us/BWR>

INFINIT has been proudly fueling gravel cycling for over a decade, including a longstanding partnership with Michigan-based Barry Roubaix Killer Gravel Road Race. Gravel riders have come to appreciate the simplicity of using INFINIT Nutrition to make sure they are getting the most out of their training and race days.

INFINIT



SODIUM:

398MG

CALORIES:

300

PROTEIN:

4G

OSMOLALITY:

305

AVAILABLE AT FEED ZONES:
**BWR BELGIAN BERRY
ENDURANCE BLEND**



Eliminates gels,
food, chews,
& salt pills



Easy to digest
& tastes great
all day



**1 HOUR
OF FUEL**

INFINITNUTRITION.US/BWR



CANYON'S HOW TO SURVIVE BWR CALIFORNIA

By Griffin Easter, OpiCure Foundation Gravel Team

Belgian Waffle Ride California is a unique mixed-terrain Unroad event, encompassing aspects of road, mountain biking and gravel. Last year's BWR CA second-place finisher, Griffin Easter, is seeking to better his finish in 2023 using this must-do checklist that will help you survive, and thrive, at BWR SD on April 16.



CANYON



CANYON'S HOW TO SURVIVE BWR CALIFORNIA

By Griffin Easter, OpiCure Foundation Gravel Team

Nutrition

When planning for Belgian Waffle Ride California, the foundation of success begins with nutrition. Making sure you have a good game plan for race day is just as important as riding the bike. If you don't fuel properly, your body won't get far before it's pulling over and begging the question: **"How in the hell am I going to finish today?"** Don't let race-day excitement unhinge your plan—engage these two tricks:

1. Eat and drink reminders. Almost all GPS computers these days have a neat little tool that reminds you to eat or drink at repeating intervals throughout your ride. I like to have a reminder to drink every 15-minutes and food every 30-45 minutes. If you don't have a GPS computer, then a simple piece of white athletic tape stuck to your top tube with a reminder to eat and drink works just as well.
2. Stop at the **The Feed. Zones.** One of the best parts of the BWR series are the neutral Feed Zones. Try to hit these stops with an empty bottle, so it's necessary to refill with INFINIT before tackling the next section of miles. These oases are incredible pit stops when you are in the "hurt locker." Drink, eat and top off both liquids and carbs.

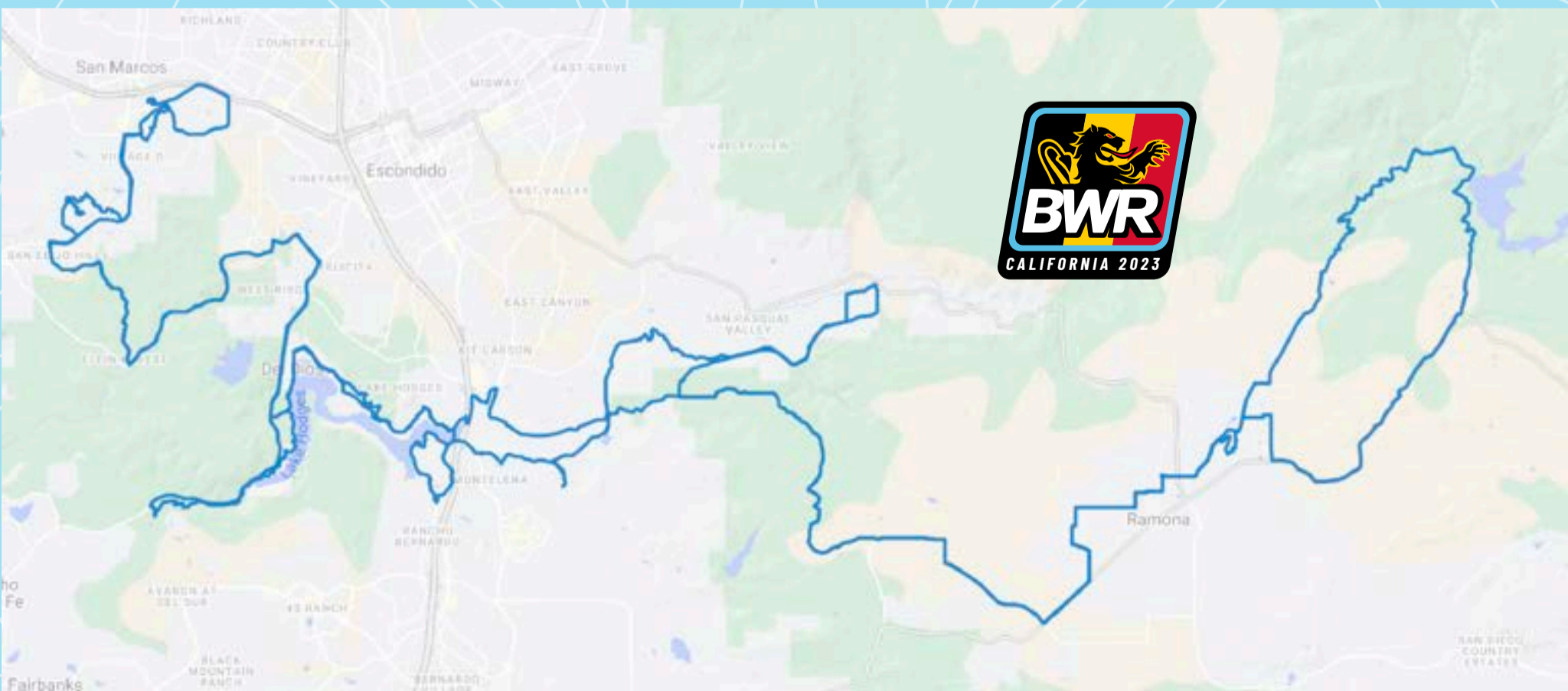


CANYON'S HOW TO SURVIVE BWR CALIFORNIA

By Griffin Easter, OpiCure Foundation Gravel Team

Mapping

BWR courses are well marked, but having an up-to-date course map uploaded to your GPS computer for the race is a great backup. You never know what will happen on race day, so instead of getting lost mid-race and wondering where you need to go next, download the course map. I missed this step at one of my first gravel events—assuming I would be able to follow fellow riders to know where I needed to go—but after getting a flat, and having to chase, I was forced to wait at the forks in the unroad 'til someone rode up from behind and showed the way. Don't do what I did.





CANYON'S HOW TO SURVIVE BWR CALIFORNIA

By Griffin Easter, OpiCure Foundation Gravel Team

Bike

The best bike for BWR CA is a dedicated gravel bike—a Canyon Grail or Grizl will be the best tool for the job. BWR SD is one of the most versatile courses on the calendar—with climbing, single-track, washboard, pavement, twists, turns, and basically everything, except the kitchen sink, will get thrown at you. Go with the Grail for the ultimate efficiency or choose Grizl for the ultimate compliance to help you conquer BWR CA's most-demanding terrain.





CANYON'S HOW TO SURVIVE BWR CALIFORNIA

By Griffin Easter, OpiCure Foundation Gravel Team

Tires

Tire choice is a never-ending debate. What tread pattern? What air pressure? Tubeless? Tubeless or tubes? Do I need inserts? For anyone trying to successfully finish BWR CA, I recommend using a tire that's roughly 40mm with some tread. They don't have to be the chunkiest of tires, but a little tread with a fast-rolling center, is the best of all worlds.

Use tubeless—and tire inserts, if you flat frequently. In the end, trust your decision and don't let the tire chatter confuse your race plan—whatever you've got, you'll make it work.

[CHECK THE IRC TIRE GUIDE HERE](#)



CANYON'S HOW TO SURVIVE BWR CALIFORNIA

By Griffin Easter, OpiCure Foundation Gravel Team

Remember to have Fun!

Let's face it, it's easy to let the stresses and nerves of race day take over. Some nervousness is a good thing, but don't let internal stressors take away from the incredibly fun day you are about to embark on. I try to remind myself to smile and have fun. No matter how hard the going gets, you are outside, in San Diego, breathing crisp ocean air, riding your bike. Look around and take it all in. Try and meet someone out there on your journey. Gravel racing is an incredible discipline of cycling and the best part is the camaraderie you can find during some of the hardest moments at an event like BWR CA. So be stoked and ready to rock.

Come say "Hello" to the OpiCure Foundation Gravel Team!

BWR CA is the first 2023 event for the OpiCure Foundation Gravel Team. Our mission is simple: Use the bicycle and gravel community as a recovery tool for individuals battling opioid use disorder. OpiCure's two sponsored Rider's in Recovery from opioid use disorder will be tackling the Waffle as well as President Cullen Easter and myself—be sure to say "hi" to anyone in an OpiCure jersey!

Take Photos

There is nothing better than having a few photos from the journey. When the dust settles, you'll have the proof to show your family and friends the type of warrior you are. If you can't snap any photos, take as many mental snaps as you can...

I hope this helps as a rough guide on "How to Survive BWR CA." It will be hard, it will be long, it will be an adventure, but at the end of the day, it's an incredible day out on the bike, so enjoy and make some pedal strokes!



Monuments of Cycling has partnered with Mumu Cycling Apparel to create a NEW BWR collection for the 2023 BWRs and the Quadrupel Crown of Gravel. There is an entire BWR merchandise collection, including shirts, hats, water bottles, caps, arm warmers, vests, hoodies, jerseys and bib shorts.

We are so excited about this collaboration! The collection took its inspiration from the **Belgian National Team Colors** (see next page) but there are more options than ever before. Mumu has also created all the category winners jerseys, too!



Mumu is a Florida based family-owned cycling apparel company that specializes in custom cycling apparel. Mumu's owner Jan Heylen is a Belgian native, who grew up an avid cyclist in the heart of cycling country, but made his career as a professional race car driver. Our team at Mumu specializes in tailoring each customer's experience to meet their specific needs. Mumu was started by cyclists for cyclists looking to create a brand that offered a new customer experience while creating high performance, quality products at all levels. Mumu's mission is to lead the cycling wear industry into a new fashion forward space while keeping our customers' experience at the forefront.

[CLICK THIS PAGE TO GET YOUR BWR MERCH FROM MUMU](#)



CLICK THIS PAGE TO GET YOUR BWR MERCH FROM MUMU



DeFeet®

Monuments of Cycling has partnered with DeFeet to create a BWR sock collection for the 2023 Quadrupel Crown of Gravel Series. [Click the here to see the collection.](#)



OFFICIAL TIRE OF THE BELGIAN WAFFLE RIDE

2023 TIRE GUIDE

TIRE CHOICE IS CRITICAL

The BWR California course is treacherous. The course is designed to test your body, mind, and equipment to the limit. Tire choice is critical! For 2022, the CA course was rougher, with more dirt than ever before, but still included 70 miles of road and 10,000ft of climbing. The realities of the new BWR CA course mean 32mm is now the minimum size most riders will be comfortable running. The course can be completed on 28mm road slicks, but it is not an optimal setup.

IRC Tire is recommending 2 options. The Serac CX Edge TLR and the Boken Plus TLR 700x32. The SERAC CX EDGE TLR is hookless compatible and designed for sand, gravel, and multi-surface riding. It is the perfect choice for the BWR CA course. The oversize diamond-file tread pattern handles great in the dirt and is still super-fast on the pavement. The 32mm wide TLR (TubeLess-Ready) casing gives you that extra cushion and confidence to attack the dirt segments that can make or break your day.

[CLICK HERE FOR YOUR BWR TIRE GUIDE](#)

THE OFFICIAL TIRE OF THE BELGIAN WAFFLE RIDE



OFFICIAL TIRE RECOMMENDATION

BOKEN PLUS 700X32



IRC TIRE

THE OFFICIAL TIRE OF THE BELGIAN WAFFLE RIDE



OFFICIAL TIRE RECOMMENDATION

*SERAC **CX** EDGE 700X32*

★
New Improved
SECOND GENERATION CONSTRUCTION
40g LTR
HOOKLESS
★



IRC TIRE



GET LOST!



At ALMSTHRE, we believe in community, culture and most of all, curiosity. To this end, we want to serve our growing community by creating a culture that enables people to do more, to tap their individual art of escape, to explore their curious urges. Our BAG is about always wondering what's around the corner. Like you, we're a work in progress — never finished — because transformation is a never-ending game. To win this game, we think the number one rule and the most encouraging thing we can do is to tell you to **“GET LOST!”**



FasCat

COACHING + TRAINING

We've got seven of the most challenging unroad events of BWR history lined up on the 2023 calendar and the Belgian Waffle Ride Series is proud to announce FasCat as our Official Coaching and Training Plan Technology Partner. All BWR riders now have access to training plans tailored to each event that scale to their available time to train.

How can one train for such a diabolic race? **FasCat** created specific training plans for each of the six BWRs, which progressively build up to the duration of the target event, and include long gravel simulation rides with tips on nutrition and hydration as well as challenging intervals, ways to incorporate group rides into training, recovery advice and more.



All of the plans are included in a subscription to Optimize, FasCat's training platform, which balances your training stress with your recovery to optimize your improvement. Optimize is compatible with Garmin and Wahoo computers (and all power meters), and imports HRV and sleep data from Whoop, Oura, and Garmin wearables

If you want to really take your training to the next level, hire a FasCat Coach for one-on-one coaching tailored to your goals, ability and schedule. All FasCat Coaches have raced or are racing at the professional level, and pride themselves on helping riders learn and improve.



PROTONE ICON.

REDEFINED GREATNESS.

KASK's designers have succeeded in a really bold venture, starting from the legendary Protone helmet they have created the Protone Icon helmet.

They have been able to maintain the features of the road cycling's most iconic helmet, while modernizing the look and some technical aspects to ensure superior ventilation and aerodynamics.

The helmet is available in three sizes, covering a wide range of head circumferences from 50 to 62 centimeters, and comes in 10 different glossy or matte colors to suit all styles. But we know which one we like the best.

Protone Icon also comes in a brand new Belgian Waffle Ride customization.

You will have your chance to get your head covered by one of these at the BWR Arizona Unroad Expo.

KASK

KCO
e y e w e a r



S P E C T R O
SPECIAL EDITION

GET YOUR KOO BWR SPECTROS NOW!

CANYON

**CANYON: OFFICIAL BIKE OF BELGIAN
WAFFLE RIDE - CALIFORNIA**



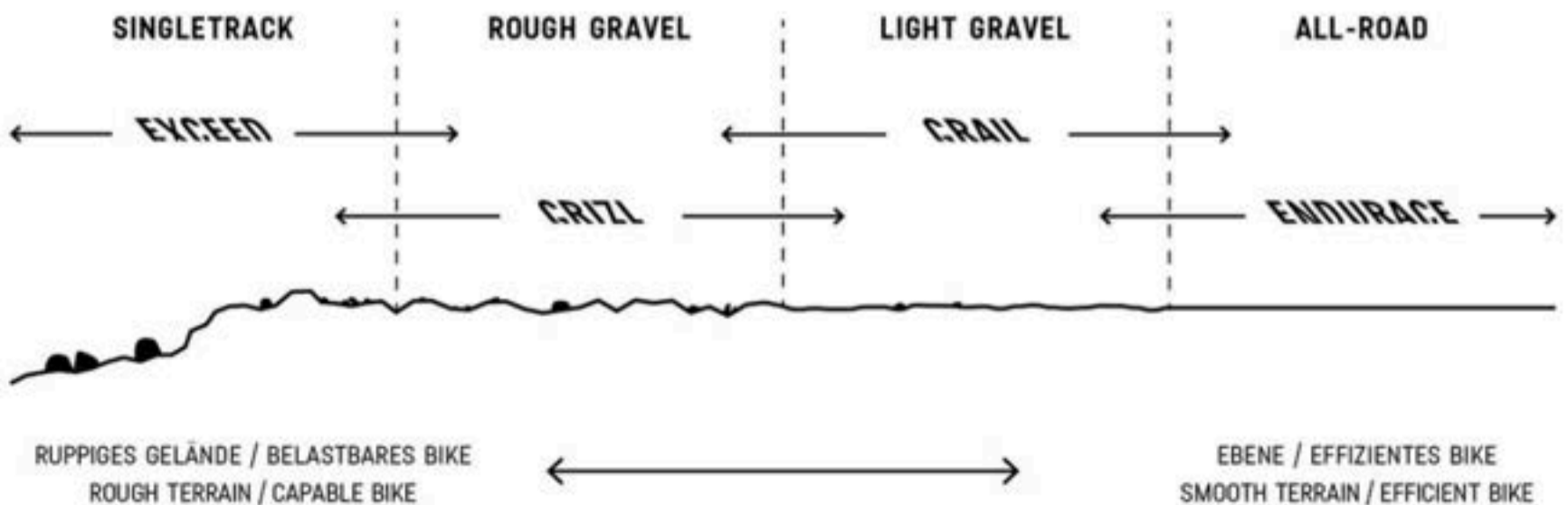
CHOOSE YOUR CANYON HERE

Finding the perfect Gravel bike is all about working out what your requirements are—where you ride and how you ride determines what bike will perform best. That's why we've come up with the Canyon Gravel Spectrum, which covers everything from efficient all-road bikes to capable mountain bike hardtails. Which Gravel bike is right for you?

CANYON



THE CANYON GRAVEL SPECTRUM



CANYON

**CANYON: OFFICIAL BIKE OF BELGIAN
WAFFLE RIDE - CALIFORNIA**



Grail

With the Grail, you can cover huge distances over mixed terrain at speed with stable-yet-agile handling to keep you in control at road-bike speeds and all-terrain grip.

<https://www.canyon.com/en-us/gravel-bikes/all-road/grail/>

LEARN MORE ABOUT THE GRAIL

CANYON

**CANYON: OFFICIAL BIKE OF BELGIAN
WAFFLE RIDE - CALIFORNIA**



Grizl

The Grizl brings tough Swiss Army Knife functionality to our proven performance DNA. The result is a Gravel bike that's at home on rough terrain and ready for real adventure.

<https://www.canyon.com/en-us/gravel-bikes/adventure/grizl/>

LEARN MORE ABOUT THE GRIZL

CANYON

**CANYON: OFFICIAL BIKE OF BELGIAN
WAFFLE RIDE - CALIFORNIA**



Endurance

The Endurance blends blazingly-fast speed and all-day comfort in an efficient package—from silky smooth asphalt to the occasional dirt foray—to crush climbs, dabble in dirt, and ride until the sun goes down.

<https://www.canyon.com/en-us/road-bikes/endurance-bikes/endurance/>

LEARN MORE ABOUT THE ENDURANCE

CANYON

CANYON: OFFICIAL BIKE OF BELGIAN WAFFLE RIDE - CALIFORNIA



Exceed

When the going gets rough, the tough go Exceed. A proven podium-topper in the world's most demanding ultra endurance off-road races, the Exceed is now longer, slacker and faster.

<https://www.canyon.com/en-us/mountain-bikes/cross-country-bikes/exceed/>

LEARN MORE ABOUT THE EXCEED

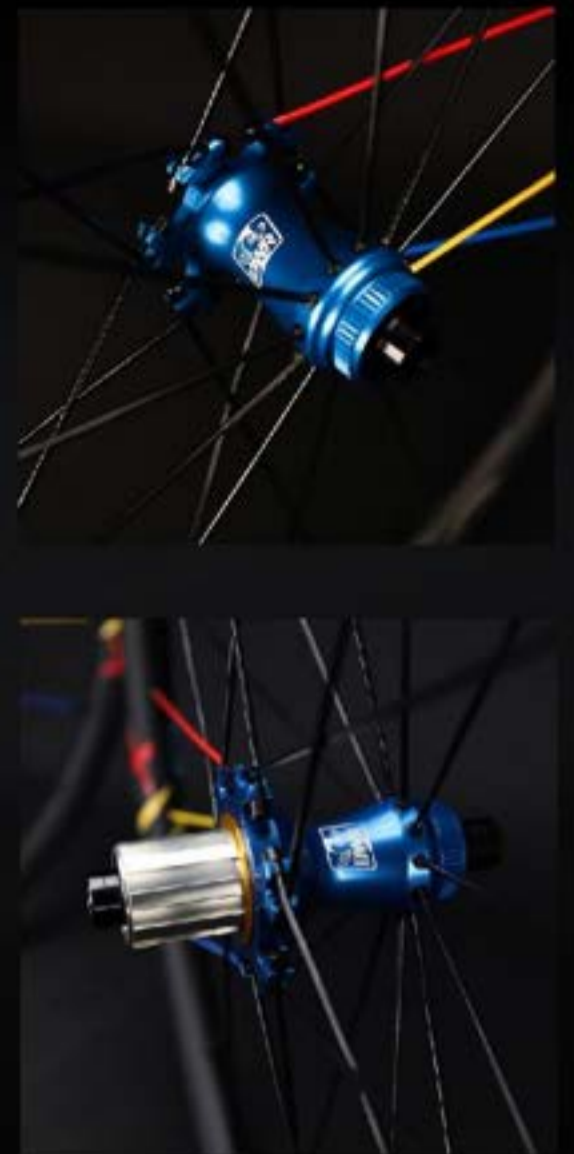
CANYON

CANYON: OFFICIAL BIKE OF BELGIAN WAFFLE RIDE - CALIFORNIA

Mesa Rim is a big feature of the BWR Unroad Expo and is hosting the Canyon Pop-up Showroom, so make sure you go inside Mesa Rim and check out the new gravel bikes on display. **There is free swag for everyone.** Also, the Canyon Ice Cream Social Ride will happen from here on Saturday at 2pm. On Sunday, Canyon will host a finish viewing party as well. Check out Mesa Rim [HERE](#).

Mesa Rim Climbing Centers have been a hub for folks to explore the sport of climbing since first opening its doors in Mira Mesa, San Diego in 2010. Our founders dreamed of creating an inclusive space where people of all walks of life and abilities could venture out of their comfort zones in pursuit of a remarkable movement experience.





#BUILTFORTHIS



\$200 OFF ANY SPINERGY WHEELSET USE CODE: BWRCA23

SpinerGY wheels are built & designed for the variable routes, the offroads, and the "unroads" of the Belgian Waffle Ride. To commemorate SpinerGY being the official wheel sponsor, we are introducing our Special Edition SpinerGY GXX "BWR" wheel, with custom graphics and a beautiful blue anodized hub with BWR branding. **We are built for this. You are built for this.**

The King of Gravel includes our new and improved hub design, the "44" hub. A Beefier hub with bigger internals, featuring 108 points of engagement, help you generate more torque and transfer of power for out of saddle efforts. We upgraded to a 44mm ratchet rings and offer compatibility with Shimano Micro Spline 12-speed and Campagnolo Ekar 13-speed groupset. The "44" hub has been updated with a slip-fit system to easily swap out end caps to accommodate, 15mm, 12mm or QR axles, helping "future-proof" your wheelset.

The SpinerGY GXX carbon gravel wheelset features a 24mm internal width, which accommodates a wide range of tire sizes from 32mm to 56mm wide. Giving you optimal performance with lateral stiffness and improved cornering stability. Built with our patented PBO spokes to reduce rider fatigue, improve acceleration, and a smoother ride.

BTFÜ



WHAT DO I GET WHEN I REGISTER?

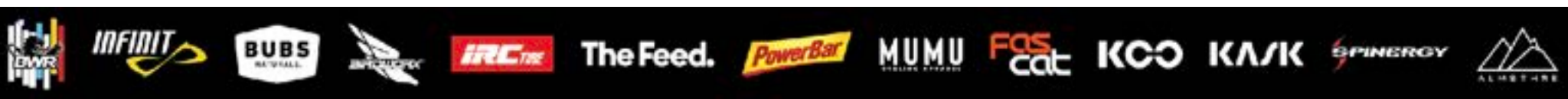
First off, you should have gotten a nice email from us politely asking if you bumped your head and maybe made a mistake. Once that is cleared up, you will be given a series of emails detailing the course sectors and important offers from BWR partners, one by one. Many people don't read these and then complain later on that they didn't know important details like Start Time or Venue Address. Each one offers you a reminder to switch to another ride or simply opt out this year and give your entry to a better prepared friend.

In terms of accouterments, every rider will receive:

- BWR swag bag that contains many important items -
- BWR Wallet from Mumu
- Race Number and RFID Tag (for official finishing time)
- +Pre- and Post-Race Waffles and coffee & beverages
- +Beer
- +Finisher's Beer Trophy from The Lost Abbey



T-Shirts and other BWR gear will be available for purchase at the Mumu booth





TIMING AND SCORING: **VERY IMPORTANT!**

Our timing and scoring partner is OmniGo! <https://www.omnigoevents.com>

Riders will be assigned a color-coded race number for their bike. The color and number of the race number is related to the event riders have signed up for - Waffle, Wafer, or Wanna. Each race has its own corral and riders must start in their designated areas without exception - Waffle, then Wafer, then Wanna.

OmniGo! will also have RFID mats out at numerous locations on the course, making it impossible for riders to cut the course and claim to have done the entire route. This technology will also be used to track lead riders for the announcers on the live broadcast feed and finish line announcements during the Expo.

OmniGo! will also have the Category segments posted in real time for fans at home and at the Unroad Expo to see how riders are fairing along these sub-races.

Q/KOMs:

<https://www.strava.com/segments/31418222>

<https://www.strava.com/segments/34028044>

<https://www.strava.com/segments/14770219>

Q/KOSs:

<https://www.strava.com/segments/6985148>

<https://www.strava.com/segments/33930381>

<https://www.strava.com/segments/20480438>

Q/KODs:

<https://www.strava.com/segments/30925347>

<https://www.strava.com/segments/31421536>

<https://www.strava.com/segments/3403787>





HOW DO THE CATEGORY RESULTS WORK?

Borrowing from the Grand Tour dynamics that their multiple categories provide within the overall race, the BWR has several categories that riders can vie for: Sprinter (green jersey), Queen/King of the Mountain (red/white waffle dot jersey), Queen/King of the Dirt (brown jersey), Hardman/Hardwoman (most aggressive or strongest contributor/blue jersey), GC (overall General Classification winner/yellow jersey), the Attaqueur Award (most aggressive), the kUDOs Award (the most spirited rider in honor of our fallen friend, Udo Heinz/orange jersey), and the 'nspire happiness award for the rider(s) that bring the most joy to others.

There are three-timed QOM/KOM Strava segments combined for each of these categories: Sprint, Mountain, Dirt. **Riders must post their ride to Strava in order to participate.** Riders with the lowest combined times (per Strava) for these segments will be determined the winners. In the event of a tie, the rider who finished first of those tied will take the honor.

The GC/Yellow Jersey goes to the female and male winners of the BWR. There is a total prize purse of cash and prizes of \$7,300 for the top five of both genders,

The Hardman/Hardwoman, Attaqueur, 'nspire happiness, and kUDOs distinctions are determined by fellow riders, who will vote or provide anecdotal evidence after the ride. If you witness someone being naughty or nice, please tell the BWR officials. All the winner's jerseys are provided by Mumu, our cycling apparel partner.



CATEGORY WINNAAR'S JERSEYS



ATTAQUEUR



GC



KUDOS



DIRT



SPRINT



HARDPERSON



'INSPIRE
HAPPINESS



MOUNTAIN



'NSPIRE HAPPINESS AWARD

The intent of this award is to celebrate the ethos of 'nspire happiness and use the Belgian Waffle Rides' platform to inspire people everywhere to...

- Create camaraderie and bonds among all cyclists to help and support one another
- Support healthy activities - like cycling - for people of all ages & backgrounds
- Promote eco-friendly alternative forms of transportation in our communities
- Represent cyclists in a positive light on the road and among motorists
- Keep cycling clubs strong so they can fulfill their missions
- Foster growth of cycling among women and youth
- **The 'nspire happiness award** will honor someone who exhibits the ethos of 'nspire happiness - through their words and actions in and around each BWR venue



The 'nspire happiness™ foundation was established by Dr. Mitchel Goldman along with his wife Laura, and close friends Stan and Doris Bergum, to bring daily inspiration to people around the world.

[CLICK HERE TO LEARN MORE](#)



WINNAARS

Waffle Finishers will also receive:

BWR BADASS Ale (trophy) Bragging rights

Wafer Finishers will also receive:

BWR BADASS Ale (trophy) Right to step up

Wafer Finishers will also receive:

BWR BADASS Ale (trophy) Right to step up

Category Winners will receive:

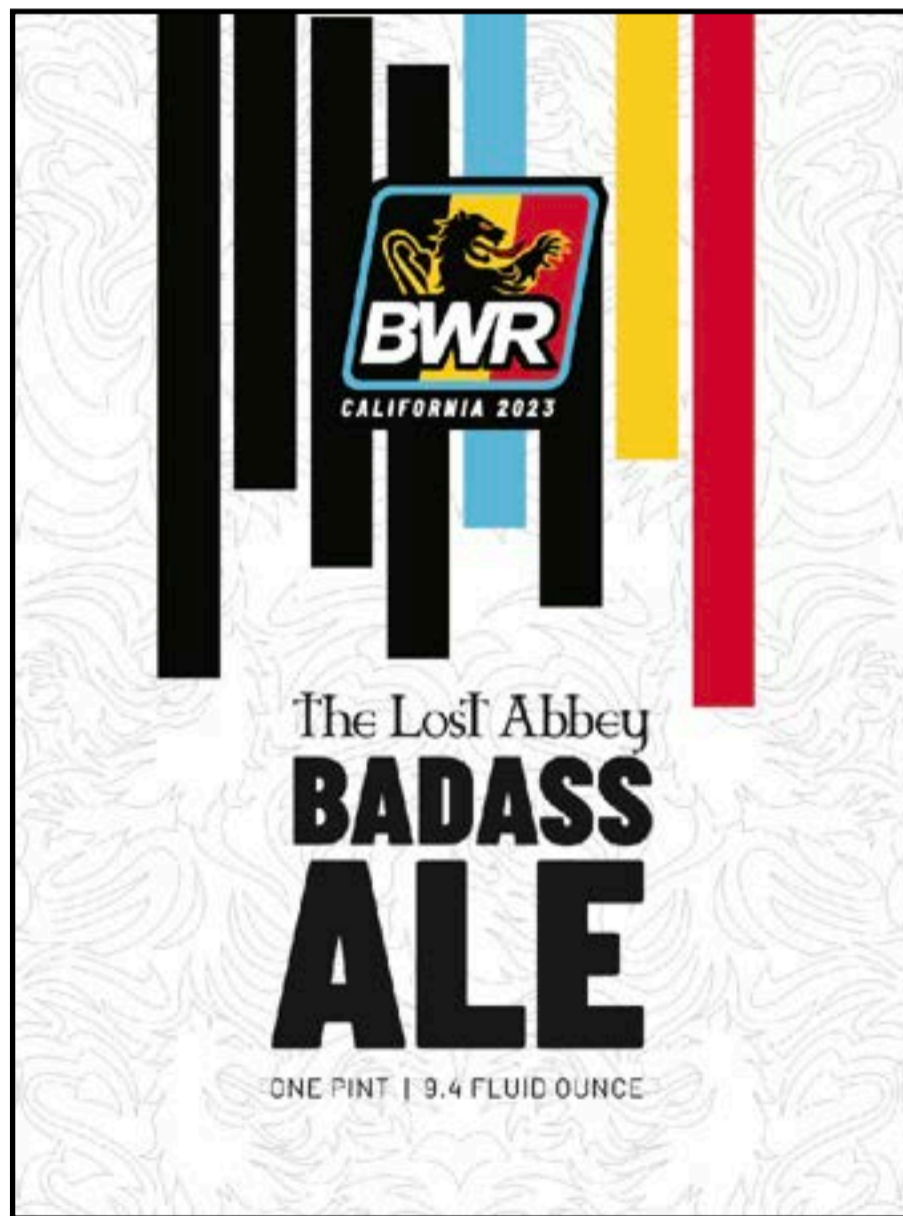
Custom Category Jersey from Mumu

BWR Winnaar's socks from Defeat

BWR Waffle Medal

Top Five Overall (GC) Finishers receive:

PRO Women:	PRO Men:
1st - \$1,500	1st - \$1,500
2nd - \$1,000	2nd - \$1,000
3rd - \$500	3rd - \$500
4th - \$375	4th - \$375
5th - \$275	5th - \$275



THANKS TO LOST ABBEY

VOLUNTEER!



HOW CAN I VOLUNTEER FOR SUCH A FUN EVENT, SINCE I CAN'T RIDE THIS TIME?

How many volunteers does a special event like this require? The answer is way more than you can imagine and thus we are humbly seeking your contribution to this most unique event... please go here [VOLUNTEER](#) to become a valuable member of the team and get free swag, food, beer and the feeling of warmth only being in service to others can provide.

WHERE CAN I FIND EVENT UPDATES?

Information will be emailed out to our email list. Additionally, all information can be found and accessed on our website at <https://belgianwaffleride.bike>

Facebook: <https://www.facebook.com/Belgianwaffleride>

Instagram: <https://www.instagram.com/belgianwaffleride>

Unroad UNLTD Instagram: <https://www.instagram.com/unroadunltd/>

Unroad UNLTD YouTube: <https://www.youtube.com/c/UnroadUNLTD>

CAN I DO THE EVENT ON MY MOUNTAIN BIKE?

The event is possible on a variety of bicycles including mountain, road, gravel, tandem and ElliptiGO—but choose your weapon wisely and a good gravel bike like the Canyon Grail is recommended, but a Canyon Exceed might be perfect for you.





HOW DO I KNOW IF THE WAFFLE IS TOO MUCH FOR ME?

We're gonna tell you right now, it's probably too much for you to take on, honestly. Sorry. Sure, it's only something like 207-km, but so much of the race will be in dirt, rocks, sand, water or gravel. Only 70% of starters might finish the event because they either don't have anyone to ride behind, flat too many times or in most cases, just didn't train enough.

We recommend getting out and doing some 10-hour rides with as much climbing and dirt as possible, so you can really see if your body is up to such a challenge. Add in lots of riding over rocks, through water, popping a wheelie and fixing flat tires.

IS THE WAFER REALLY ONLY HALF AS FILLING?

The Wafer is a bit harder than doing half of the Waffle. Its dirt-to-road ratio is a tad lower, and the course is longer than half the Waffle. In short, the Wafer is a tough day on the bike... for anyone.

WHAT IF I CHANGE MY MIND ON HOW MUCH I CAN STOMACH?

Have no fear, we can always move you from the Waffle start line to the Wafer until the day before the event, and we won't even post about it, make fun of you, or otherwise tease you for biting off more than you can chew. So many people do it—hopefully not you, though—that there will be a line of Waffle to Wafer contenders at reg (heads hanging in shame). Just kidding about that last bit.



The Feed.

IS THERE ON-COURSE SUPPORT?

One of the great features of the Belgian Waffle Ride is the sheer amount of support the race receives from BWR Staff, Event Partners who own all the **The Feed. Zones**, volunteers, teams, colleges, fraternities, sororities, schools and bike-minded people who want to give back to the community. You will find these lively Tifosi all over the course on race day. There are nine Feed Zones on the Waffle course (6 for Wafer, 4 for Wanna) to help get riders the proper Hydration and food requirements from **INIFINIT Nutrition** to finish the event, all of them run by volunteers giving their time to make your experience the best ever. We will also have **PowerBars** at Feed Zones to help riders make it to the finish.

There will be on-course support vans out on the course, roving throughout all the waves, including Elite Race Services. There will also be **Wrench House** roving mechanics throughout the unroad sectors. These mechanics will have most everything with them to help stranded cyclists who choose the wrong weapon or shield.

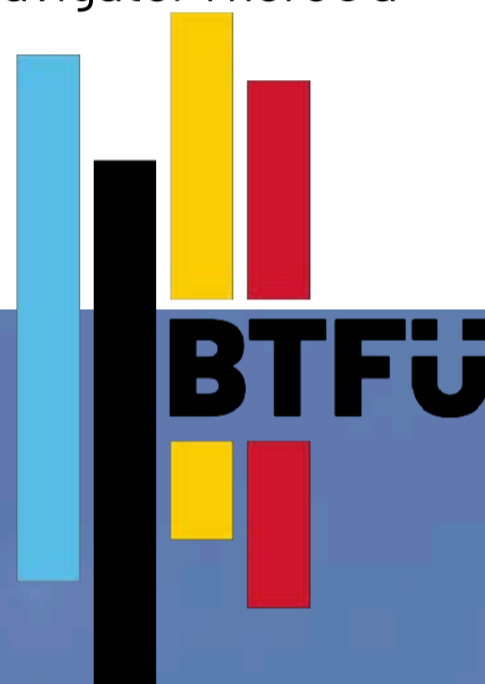
THINGS TO AVOID!



As with any race day, don't try something new. If you haven't tested it out, don't try it on race day. That goes for the tires as much as it does for the food you eat and the things you drink. **WE HOPE YOU'VE BEEN PRACTICING YOUR WAFFLE EATING!**

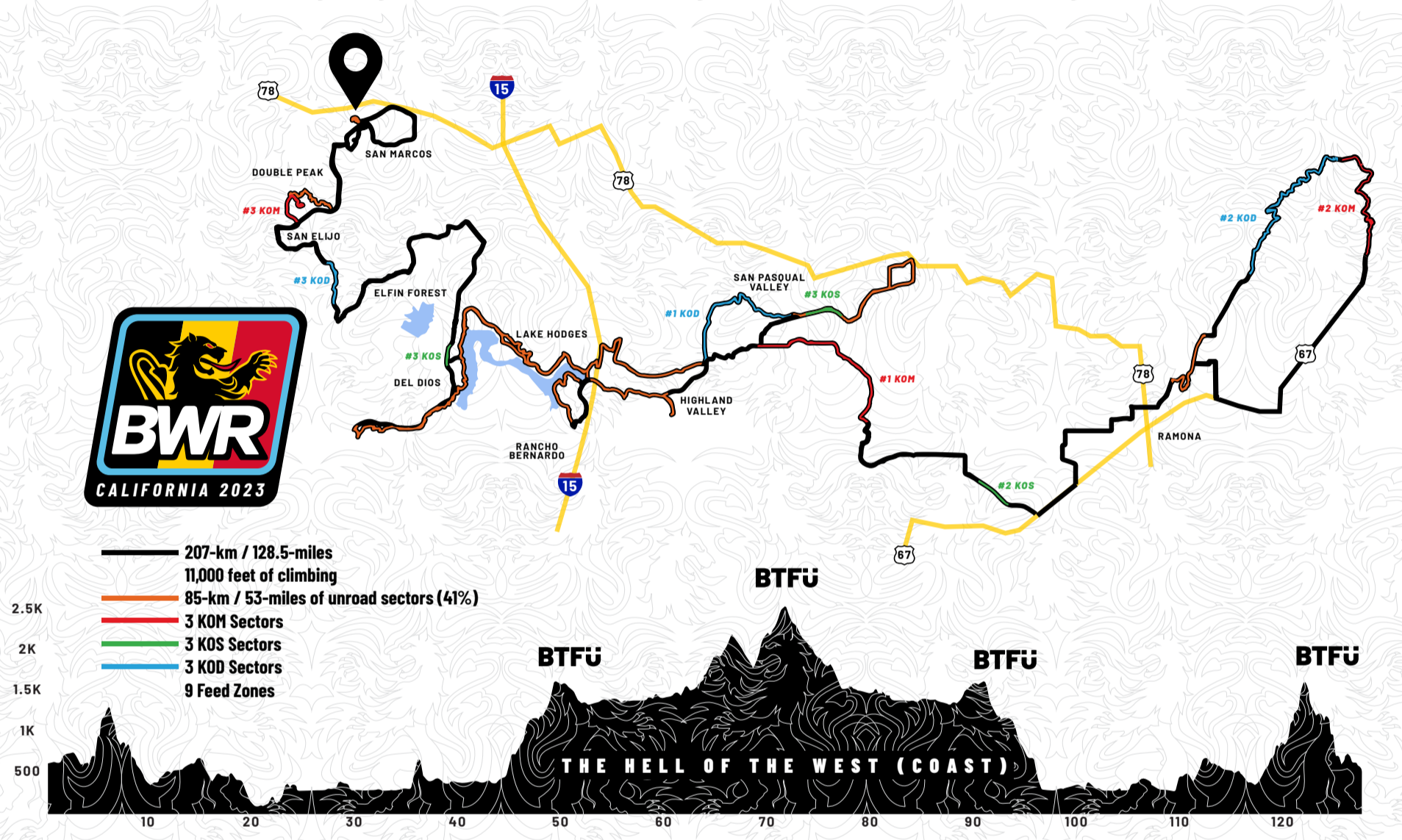
Additionally, don't get in over your head at the beginning by going out too fast. It's a long day, so pace yourself. You have all day to pass people who cut you off on the single-track on the first dirt sector. Hold your rage in and when you finally pass them later on, tell 'em to hold your wheel as you slowly, yet firmly throttle the hell out of the next dirt section. In short, don't get emotional; stay smart. Often times, in the dirt, you will find the need to **GO SLOW TO GO FAST**, which essentially means staying upright at the places that require a little extra care to navigate. There's a lot of those sections in the BWR.

Mostly, go slow on the downhills, especially **Zwartenberg**. There will be signs, but please go down all dirt hills SLOWLY.



HOW CAN I LEARN MORE ABOUT THE COURSES?

The first time the official course is revealed in detail with explicit instructions and insights is right here in this document. After the Friday 3:00pm Press Event at The Lost Abbey Monastery Tent, we will talk about the course a lot. Everyone is encouraged to attend. The media and pros will all be at this event. We will have pro interviews and mingling. The course changes will be revealed in great detail...



BELGIAN WAFFLE RIDE



BELGIAN WAFFLE RIDE



BELGIAN WAFFLE RIDE



PHOTO OPPORTUNITIES

There will be several places on the course where riders will need to tighten their butts and suck in their guts for the camera. These strategically placed purviews along the course will allow the BWR Shutter-bugs to capture riders in their full glory, whether it's face planting in the **Muurhodgegate** water crossing, popping a wheelie at the top of **Muur van Dubbelberg** or smiling brightly along the **Raptor Ridge**.

It is our endeavor this year to capture as many smiling faces and then share them with all riders via photo galleries that will be posted online almost immediately after the event. (Photos of water crossing failures, double peak, smiling riders, riders popping wheelies, dirty faced riders.)

BWR CA photos here: <https://www.finisherpix.com/event/6065/>



WHAT IF I DO NOT LIKE WAFFLES?

Blasphemy! Trick question as even though the Belgian Waffle Ride will make you cringe and suffer, everyone loves waffles!

HOW MANY WAFFLES SHOULD I EAT?

The average amount of calories burned over the course of the Belgian Waffle Ride equates to seven Double-Double burgers, four cheeseburgers, two chocolate shakes and three orders of animal style fries or a total of 9,140 calories. In terms of waffles, you would need to consume more than 30 waffles from the **AMES WORKS** crew in order to not have a calorie deficit on race day. We recommend about three before and, sure, bring one along for the ride. You will also note when you return—70% of the riders who start the BWR actually finish—that nothing goes better with a **Lost Abbey Belgian Ale** than a Belgian waffle from **AMES WORKS** (except for maybe bacon, but you can have that, too).



AM I ALLOWED PERSONAL SUPPORT ON THE COURSE?

For safety and fairness, no one is allowed rolling support during the ride from unofficial people and riders are not allowed to ride with other riders who are not registered. **You CAN get a hand-up from someone standing on the course.**

We've had people jump in vans during the race and get driven up to the leaders before (yes, we know who they are). We've had people hold on to the back of a truck on certain climbs (yes, we know who they are). We've had imbecilic drivers take their vans on the dirt sections of the course and nearly take out riders during the race just so they could help their friends cheat (yes, we know who they are).

If you are seen getting any support from non-official vehicles, you will be DQed on the spot. We encourage the riders out on the course to also share with us any dubious activities they witness. **Riders who break these rules will also suffer the ignominy of being exposed to the throngs of revelers at the awards ceremony.**



LAST REMINDERS



- The winner of this year's event will take around 6 hours and some change to complete the course. This means for most it's an 10-, 12- or 15-hour day on the bike. The official cut off will be 7:00 pm, allowing 12-hours to officially finish.
- **The course may change in the coming days because of rain issues. The final route may not be complete until the night before the event.**
- There are three cut off times: 1) Bandy Canyon - mile-41 @12pm - all riders to turn right and follow wafer route. 2) Feed Zone 4 - mile-61 @1pm- riders will be turned around and sent back. 3) Questhaven/San Elijo- mile-121 @ 6pm - riders will follow San Elijo/Twin Oaks along the course after Twistenweg back to the finish.
- The tires you are thinking of riding may not be wide enough, get some IRCs. Whether you go with knobby 32mm or even wider tires, IRC will be at the BWR Unroad Expo for you.
- There are many dirt sections you need to go slow down. There will be signs of CAUTION, but just take each one of these sections slowly.
- There are nine official **The Feed. Zones**, with tons of hydration and food products from INFINIT Nutrition, as well as myriad other food like substances bananas, cookies and salty things, plus water and Cokes. No one should go hungry or thirsty. Remember this is as much an eating contest as it is a bike race. Fuel yourself accordingly. Waiting to the last Feed Zone never works out well, but there is usually bacon there.
- If it does rain, the course terrain could be altered a little, but don't worry about it. Do worry about your bike's ability to have mud accumulate in the fork or rear wheel well and still roll. Clearance will be critical.
- Wrench House, Elite Race Services and many others will be providing neutral support on the road and unroad portions of the route. There will be multiple vehicles, plus we will have additional support vehicles, filming and providing rolling assistance.
- **Do not litter on the course. Either throw your trash into bins at The Feed. Zones or put them in your pockets. Pack it in, pack it out, be respectful.**
- **All traffic laws must be obeyed unless directed by an officer. Riders should ride as far to the right as safe to do. Crossing over the double yellow line is cause for immediate disqualification.**
- Be courteous to all your fellow riders. Point things out. Communicate. Be friendly. Share the work. Enjoy meeting people and show them your best side.
- Packet Pick-Up for registration is from noon to 6:00 pm on Friday, April 14 and 10:00 am to 6:00 pm on Saturday, April 15, 2023. **YOU WILL NEED A PHOTO ID** to redeem your packet. Sorry, your friend can't pick your things up for you, but they can share your beer.



THE BWR CA EVENT RULES



1. All Entrants must line up in the "official" start line area – Entrants may not start in front of this area;
2. All Entrants must properly enter the Start area, and may not cut in line, climb over barricades, or in any other way improperly enter the Start area;
3. All Entrants must properly wear a CPSC-approved helmet;
4. All Entrants must not cross a solid yellow line, whether double, or single on their side of the road (a no-passing zone); Disqualification is immediate if seen by a race official;
5. All Entrants must show and practice good sportsmanship. Unsportsmanlike conduct of any kind is prohibited;
6. All Entrants must obey Police, Bike Patrol or other Event Officials;
7. No Entrant may ride with, or receive support from, unregistered cyclists (bandits);
8. No Entrant may draft, hold onto, or catch a ride in any motorized vehicle;
9. No entrant may utilize a motorized or power-assisted bicycle, nor may a bicycle have such devices attached. All bicycles must be powered solely by human force; unless entered into the e-bike category.
10. All Entrants must cycle the full official route, as described on the official route map, or designate on race day by arrows. Entrants may not short cut the official route, and are responsible for knowing and following the official route;
11. All Entrants must stay behind, and not pass, the lead vehicle during the neutral roll-out;
12. All Entrants must wear their rider numbers, which must be easily visible;
13. Headsets covering or blocking both ears are prohibited, i.e., iPod-type stereos or other devices;
14. Aero-type and other similar auxiliary handlebars are prohibited. This includes "tri-bikes" with otherwise unremovable aero bars. Please remove them prior to the ride [no tri-bikes].
15. All Entrants must depart the start line of the Event before the last official vehicle (trail vehicle) has left the start line;
16. All Entrants must show courteous behavior to Volunteers, Event Officials, and Police, and obey their instructions while refraining from passing lead vehicles anywhere along the route, especially the Neutral Zone at the beginning;
17. All Entrants must obey traffic control officers & personnel, and traffic control devices & signs, unless otherwise directed by an Official;
18. All Entrants must read & know CA State bicycle laws, and yield to emergency vehicles, even if the road is closed;
19. All Entrants must give the right of way to other road users, including bikes & motor vehicles, when legally required;
20. All Entrants must stay to the right of cones at intersections unless directed otherwise by Police or Event Official(s);
21. All Entrants must bicycle single file, when possible unless the road is closed to motor vehicle traffic (any road closures will be announced on Event Day), or a police escort is provided;
22. Support crews/non-Official vehicles may meet and provide support to their Entrant(s) from the side of the road but may not follow Entrants on the Route nor provide rolling support;
23. Any Entrant riding after sunset (7:20 p.m.) must have legal lighting: A white headlight visible at least 500 feet ahead and a red rear reflector, preferably 2' or more in diameter;
24. All Entrants who drop out of the event must notify an Event Official, by informing an Aid Station Director or calling the Event Hotline phone number. Be sure to give your rider number; 619-408-1650
25. Entrants not finishing the course by 8:00 p.m. will not be official finishers but can continue the route if they have the legal lighting on their bikes to be riding after sundown;
26. All Entrants must follow these steps at the Finish line: 1) Slow down after you pass the finish line under the banner, 2) Allow the finish chute crew to check your official rider number, 3) exit the finish chute.
27. Rule Enforcement & Procedures: 1) Police, Event Officials, and Bike Patrol will identify any Entrant who violates traffic laws or Event rules for possible disqualification. 2) Those so identified will be reported to the Rules/Results Committee, who will investigate and deal with each violation on a case-by- case basis, imposing penalties, including disqualification, as indicated. 3) Any Entrant may report rules violations and present supporting evidence at the Registration booth/tent at the Finish Line. All such reports must be in writing and must be turned in within 15-minutes of the posting of the event results or by 5:00 pm the day of the Event, whichever is later.
28. Belgian Waffle Ride is finished at 7:00 p.m. and all course support will be closed. Any Entrants still on the route will be asked to stop or go on unofficially, or will be afforded transportation to the Finish by Officials and/or volunteers.
29. Entrants are solely responsible for all their items of personal belongings. The event is NOT responsible for any items of personal belongings whatsoever, whether lost, stolen, placed at a Feed Zone or information station, placed with an Official or volunteer, or misplaced. Do not leave your belongings with any volunteers, staff, or officials. DO NOT LEAVE YOUR BELONGINGS UNATTENDED.
- 30. The Belgian Waffle Ride will not be canceled or postponed. It will go on through rain, sleet, snow, or heat – Be Prepared!**

WHAT IF I HAVE TO DROP OUT?



If there is an emergency: Medical Assistance Hotline **480-269-4126** (Call or Text)

There will be a phone number for you to call on your race bib if you are stranded. This is the phone number: **619-408-1650**

Bring your phone with you on the ride.

There is also a SAG Wagon to pick up riders and transport them back to the finish.

WHAT HAPPENS IF I FLAT?

We think the question is, **"What happens when I flat?"**

Be prepared to change your own tires, but we will have so many mechanics and on-course race support that you should be back rolling in no time. Make sure you are rolling the IRC tires for best results.





WHERE ARE THE FEED. ZONES?

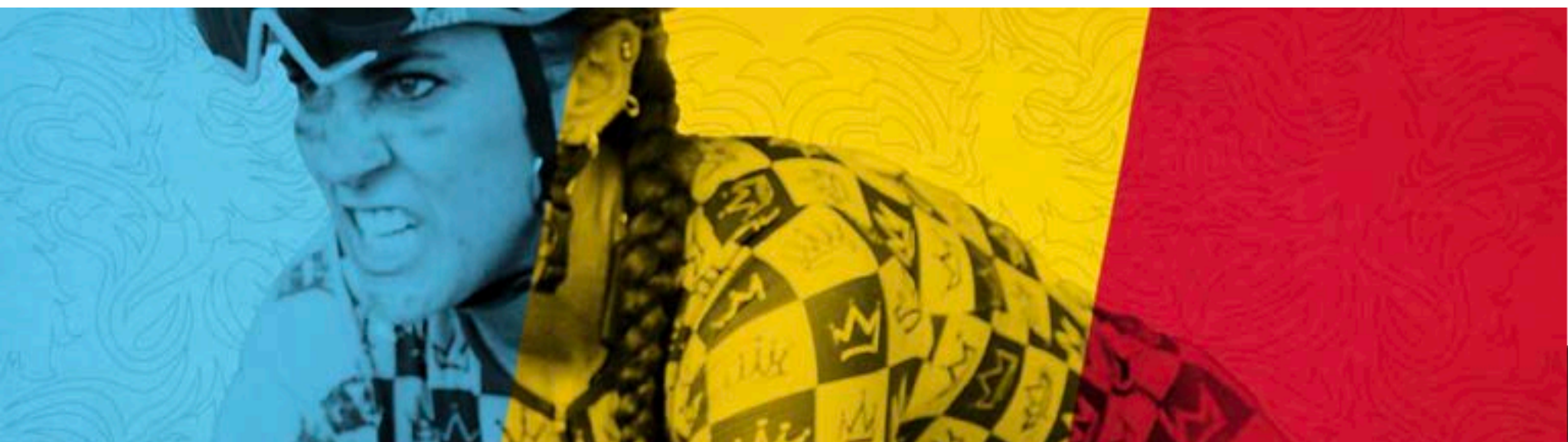


They are strategically located at nine locations on the Waffle course (six for Wafer, 4 for Wanna), except for the first one, they are usually every 20-miles or less. As the course wears on, the **The Feed. Zones** become more frequent.

Feed Zones will have **INFINIT** hydration and water, plus all sorts of different food-like substances and PowerBars. Some stations will have Coke and salty substances, like pretzels. All stations will have enough water and **INFINIT Nutrition** for all.

I'M NEW TO THIS GAME, IS THERE ANY ADVICE YOU CAN SHARE WITH ME?

Run, run away now. Either that or roll away now. Roll as often as you can, through dirt, rocks, gravel, even cacti, just to prepare yourself for the mayhem of the BWR. Make sure to eat and drink more often than you think you should and start consuming early. Be friendly to everyone, especially all the volunteers who are out there giving their time to help you have the best experience.





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