



**THE BELGIAN WAFFLE RIDE
BIJBEL**



2021 CALIFORNIA EDITION



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INTRODUCTION

Welkom to the most unique cycling event in the U.S., the Belgian Waffle Ride, affectionately known as the BWR. This is its 10th anniversary and we've got a revised, dirtier, more entertaining and slightly shorter (heat edition) route this year of 131.7-miles, more than 50-miles of which are off-road. Since the last formal event in 2019, the BWR has grown nearly 175% with so many new female competitors joining in the fun.

Last year, we didn't get to have a formal BWR, but there was an informal ride of 140-miles, a bit longer than 2019 version, which had been lauded as the best yet, with 48-miles of dirt/pave sectors over 134-miles. The Wafer course had a record attendance for its 68-mile rocky route, and this year it has a 71-mile course. And we've added an opportunity for riders to get a taste of the Waffle with the Wanna, which is 37.5-miles.

The only Euro-style Spring Classic on American soil, the BWR is once again being hosted by the Lost Abbey Brewery, the coolest Belgian-inspired brewery anywhere west of Flanders, but we've outgrown the brewery's facilities and moved the venue to the nearby North City in San Marcos, where the entire city will be turned into a massive beer garden for the BWR Expo! 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, North City also offers a special final 1-mile Crit-Cross circuit that all riders will get to enjoy, tackle or otherwise survive to get to the actual finish line. This final Crit-Cross course will give fans and riders an extra bit of fun in celebrating the survival of the BWR courses. This course will also be the circuit that riders will compete on Friday night for the BWR party and LOOK Crit-Cross races.

The 2021 edition has drawn way more world-class cyclists from around the globe than ever before... many coming to take on defending champions, Peter Stetina and Sarah Sturm, and many more just to partake of the unique challenge of the day. Riders coming to win will have their work



cut out for them, as this year the pro field is far deeper than ever before. The men and women pro fields will each have their own wave followed by USAC category riders then Public riders without a license.

The race has a growing cult following of fervent racers from cyclocross, road 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 50 plus miles of off-road 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 added the Lentz is More MTB category 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. All proceeds will be given to Kevin's family.

Now in its seventh year, the Belgian Wafer Ride is currently set to have riders cover roughly 71-miles of the BWR's tricky trails, hellacious hills and rolling roads. Percent-to-total, the Wafer has far more dirt than the Waffle and takes riders on all the most difficult off-road sectors featured in the Waffle. Granted, Wafer riders do miss out on 60-miles of difficult climbing and the dark and lonely beauty of The Zwartenberg, aka Black Canyon.

And for the first year, we have added the Wanna Ride. A chance for riders new to this type of an event to take on a 37.5-mile portion of both the Waffle and Wafer. While the Wanna is short, it still has challenging dirt and final climb to contend with.

Finishing the BWR 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 for (s)mile after (s)mile.

As mentioned earlier, this year's BWR will have the deepest field of professional riders in the event's history and an expansive list of hungry amateur riders drawn to the unique opportunity to race alongside their heroes, like World Tour riders, Tiffany Cromwell, Matteo Jorgenson, Katerina Nash, Eddie Anderson, Ted King, Lauren De Crescenzo, Colin Strickland, Laurens Ten Dam or Peter Stetina, who won the 2019 edition.

Prior to the event, there will be a special BWR VIP event at North City on Saturday, July 17th at 6 p.m. to 10:00 p.m. At the VIP event, the course will be revealed in detail, there will special race-related presentations riders won't want to miss, the pros will be interviewed, and cyclists of all stripes will be able to rub shoulders with all the celebrities on hand for the epic weekend. On Saturday and Sunday, the BWR Expo will take place at North City, San Marcos, which is a big draw on its own, promising to be the largest cycling party of the year in San Diego. Festivities kick-off Friday at 9:00 a.m., July 16th, with the Eliel Breakfast Burrito Ride (BBR), raising money for the Pablove Foundation. It's all open to the public.

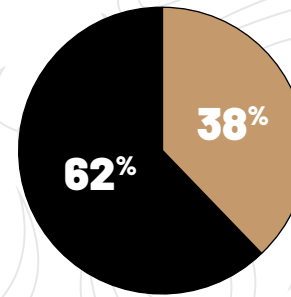
The Belgian theme will be in full force with a host of unique entertainment features. A variety of craft beers reflecting the monastic brewing traditions of Belgium will be a featured attraction for this unique occasion.

Attendees can peruse a wide range of offerings from event sponsors and over 70 vendors, test ride a Canyon and people watch in Belgian bliss.

This event is part of the Tripel Crown of Gravel for 2021. For all information on the Tripel Crown please visit: TripelCrownOfGravel.com

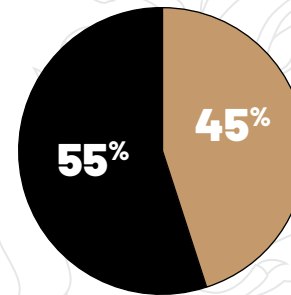
2021 BWR:CA COURSES BY THE NUMBERS

We have been able to finally get the county to review our proposed courses for this year's race, after a year of their ignoring the subject. We will provide the final routes, once permitted, the week of the event. Here are the stats of the yet-to-be permitted routes:



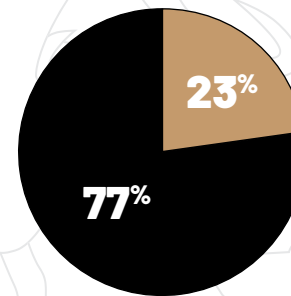
WAFFLE

132.2-miles / 213-Kilometers
~11,000 feet of climbing
10 categorized climbs
Steepest grade of 23%
19 off-road sectors / 50-miles worth
3 KOM Sectors
3 KOS Sectors
3 KOD Sectors
9 Feed Zones
Water crossings



WAFER

71.3-miles / 115-Kilometers
~6,000 feet of climbing
7 categorized climbs
Steepest grade of 23%
15 off-road sectors / 32-miles worth
6 Feed Zones
Water Crossings



WANNA

38.5-miles / 62-Kilometers
~3,500 feet of climbing
4 categorized climbs
Steepest grade of 23%
7 off-road sectors / 9-miles worth
2 Feed Zones
Water Crossings



WHAT MAKES THE BWR SPECIAL

If you want to get technical, it's the only race of its kind that covers as much distance of combined road and off-road sectors through beautiful scenery and terribly challenging terrain. It's also the largest event of its kind by a country mile. The BWR is the premier and hardest race, too, and the most unique one-day cycling event in the country, because everyone says it is. But, its 212-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 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 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 whatnot. 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 road 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 to some... though frightening to onlookers. Still, others find some deeper meaning attached to the journey. It's transcendent.

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 joys 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. In this regard, the training is as important to our existence as it is to surviving or thriving in the BWR.

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 flattening 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 BWR BADASS Ale only finishers get to imbibe (or keep as a trophy).

Finally, whether it is out training or being immersed in the rock garden's nasty teeth, there is inherent happiness that occurs when we're in the state of flow—when no other thoughts enter our 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 we 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 (like the BWR) 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.




THE WAFFLE WEEKEND





THE BWR EXPO

This year, with so many people attending and riders coming from all over to take on the Waffle, the Expo venue was moved from the nearby Lost Abbey Brewery over to North City in San Marcos; a fantastic and massive new development across from Cal State University San Marcos. The Expo will be over the course of three-days now with all the added entertainment to the schedule of events. There will be live music, food, a Lost Abbey Beer Garden (even though the entire city will be open to drinking wherever you may find yourself), entertainment, and over 70 exhibitors filling out the sprawling Expo grounds. It's through these grounds that the LOOK CRIT-CROSS race will happen as well as the finishing circuit of all three BWR distances.



**BELOW IS
THE CURRENT
SCHEDULE OF
EVENTS:**

FRIDAY, JULY 16TH

- 7 am-11 am EXPO VENDOR LOAD IN
- 9 am-11 am ELIEL BREAKFAST BURRITO RIDE
PABLOVE FOUNDATION
- 12 pm-6 pm BWR EXPO & REGISTRATION
- 5 pm-9 pm LOOK CRIT-CROSS (OPEN TO EVERYONE)
Cat 4/5
Cat 3 Women
Cat 1/2 Men
- 6 pm-9 pm LOST ABBEY LIBATION STATION

SATURDAY, JULY 17TH

- 10 am-6 pm BWR EXPO & REGISTRATION**
- 10 am THE VEGAN CYCLIST TEE-SHIRT RIDE**
- 11 am IRC TIRE THERAPY: MAIN STAGE**
- 12 pm RIDER BRIEFING #1: MAIN STAGE
- 1 pm CONSUMPTION STRATEGIES BY HAMMER NUTRITION
- 2 pm RIDER BRIEFING #2: MAIN STAGE
- 3 pm LIVE MUSIC: MAIN STAGE
- 5 pm-6 pm VIP/MEDIA RECEPTION
- 6 pm-9 pm VIP/MEDIA/RIDERS PRE-RACE DINNER

SUNDAY, JULY 18TH

- 4:30 am WAFFLE CONSUMPTION ENSUES
- 7:00 am **WAVE 1 : BLACK : WAFFLE PRO, 1/2/3/4 MEN START**
- 7:05 am **WAVE 2 : RED : WAFFLE WOMEN START**
- 7:10 am WAVE 3 : GREY : WAFFLE MEN CAT 5/PUBLIC START
- 7:15 am **WAVE 4 : GREEN : WAFFLE MEN CAT 5/PUBLIC START**
- 7:20 am **WAVE 5 : BLUE : WAFER MEN START**
- 7:25 am **WAVE 6 : YELLOW : WAFER WOMEN START**
- 7:30 am WAVE 7 : WHITE : WANNA START (ALL)
- 10:00 am EXPO OPENS - WAFFLES, MUSIC, BEER, FUN & GAMES
- 4:00 pm PRO & CATEGORY AWARDS
- 4:30 pm WAFER & WAFFLE AGE GROUP AWARDS
- 6:00 pm EXPO CLOSSES
- 8:20 pm COURSE OFFICIALLY CLOSSES (SUN SETS AT 7:56 pm)

** wave starts are determined by USAC road license*



THE 2021 BELGIAN WAFFLE RIDE COURSE

132.2-miles / 213-Kilometers

~11,000 feet of climbing

10 categorized climbs

Steepest grade of 23%

19 off-road sectors / 50-miles worth

3 KOM Sectors

3 KOS Sectors

3 KOD Sectors

9 Feed Zones

Water crossings



THE 2021 BELGIAN WAFFER RIDE COURSE

71.3-miles / 115-Kilometers

~6,000 feet of climbing

7 categorized climbs

Steepest grade of 23%

15 off-road sectors / 32-miles worth

6 Feed Zones

Water Crossings



THE 2021 BELGIAN WANNA RIDE COURSE



38.5-miles / 62-Kilometers

~3,500 feet of climbing

4 categorized climbs

Steepest grade of 23%

7 off-road sectors (9-miles worth)

2 Feed Zones

Water Crossings



COURSE SECTOR DESCRIPTIONS

The BWR 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 single-track climbs, sandy trails and roughly paved roads carved through inland San Diego's beautiful rural and sometimes forested backcountry. The 2021 course is new but features plenty of rolling hills, and new and more dirt, and long climbs. Oh yeah, there will be a headwind most of the course 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 obscurity of the race course, is SUPPORT. This ride is supported with CHP escorts, follow vehicles and has nine Feed Zones perfectly placed throughout its 131.7-mile (or 71-mile) parcourse.

More importantly, the BWR features an armada of media vans, Wrench House on-course support, BWR support vehicles, on-trail support with roving mechanics that cover every inch of the 50 plus miles of dirt 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 event and the team he has amassed to serve our unique event.

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

This is what the course will be like. The first 2 or so blocks are neutral as the course leaves North City to Barham and up the first climb (and last climb) of the day to La Moree. Essentially, at .5-mile, the race is on. Riders will sprint up this first section to stay up front and safe and then race south through Escondido over to Del Dios where there is another climb before a u-turn at Rancho Santa Fe and a downhill to the first off-road sector, Lemontwistenberg. Now, we know what you are thinking... only .5 miles of neutral, dang. Don't worry, there will be course monitors along for this initial part, which is controlled by the CHP. The not so neutral section of the first 14-miles has a few ups and downs to warm up the legs and perhaps soften some, but it's mostly downhill. This section was designed to minimize the number of stops and lights for the benefit of our police escorts and volunteers. Once in the dirt or just before it, the real pedaling begins...



LEMONTWISTENBERG

4 KM

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 first of the many dirt sectors of the course, 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 first sector gets clogged as groups of riders come in together, so the course before it has been altered to include a climb that will sting riders out.

This, the most undulating and twisty of off-road sectors, is extremely challenging with four kilometers of single-track trails over sand, clay, some 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 you should bring your 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 this very first berg, as your lemon will have had much of the juice squeezed from it by the time you find pavement, which deist exist for another 13-miles. YOU MUST GO SLOW DOWN THE HILL TO THE BRIDGE. VERY SLOW. HEED THE SIGNS AND VOLUNTEERS.

Don't fret at the end of this first off-road sector when there is no longer a group of riders with you to hide in, as you trained for this moment of near solitude over many months, didn't you? Also, the dirty diversions, have only just begun, as we've added another dastardly detour the BWR has never ridden before...



<https://www.strava.com/segments/6916175>

STUUR UW KAT

(3.2 KM)

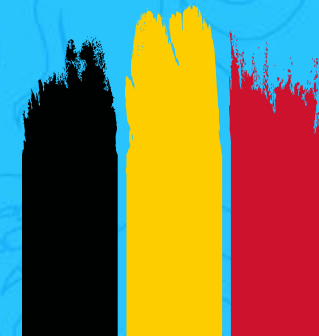
New to the BWR, Stuur Uw Kat is a place we've always wanted to take the race and finally we get to for the 10th anniversary. Picking up immediately as riders mutter "good riddance" to Lemontwistenberg, Stuur Uw Kat begins with a tight gravel climb but descends on a very rocky single track that is sure 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 they are going to need to take the many gravel turns slowly in order to stay upright. Remember, if you are doing the

Waffle, you still have 114-miles to go, so stay calm and pedal on, because what is going to be thrown at you next will freak you out. It's almost better that you don't even know what's coming because you may literally want to Stuur Uw Kat.



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



KAKABOULET OMGEKEERDE

2KM

After sending your cat, you 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 but one of many features in the Bar that make it so unique and challenging. In fact, it is sectors like Kakaboulet, in either direction, that help the seemingly short 131.7-mile BWR route belie its true insanity.

Rest assured, or rest according, as you have a mile stretch to gain some undo your discomposure and prepare for the inanity of the next hallmark sector...



MUURHODGESGATE

7 KM

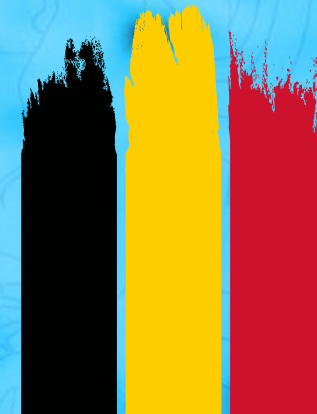
After the extremely ridiculous succession of previous off-road shenanigans up to and along the western edge of Lake Hodges, the quintessential dirt sector awaits...

This is the dreaded place where it all really begins (again). Muurhodesgate is the trickiest, dirtiest, rockiest and most beastly stretch possibly on the entire 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, incredible lakeside views and a lovely dip in the water crossing that awaits riders who don't follow the perfect line. All of this hits you hard and you can't imagine a beat down of this magnitude after only 20-miles. While the scenery here is amongst the most picturesque of the entire event, you will only notice what looks to be a lunar landscape of rocks with small traces of dirt in between them. Pick your line. Don't let it pick you. This is probably where tire choice will matter as much as the technical off-road riding skills you honed over the spring (see IRC Tires website for your rubberized insurance policy). It may be difficult, but at least there is another 112-miles of fun to go for Wafflers.

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?"

Fortunately, riders can search for these answers and more at the first Feed Zone, which is strategically located between Muurhodesgate and Mighty Mule. Our suggestion is to be polite to the volunteers and stock up. It's 20-miles of uphill to the next Feed Zone.

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MIGHTY MULE

4 KM

Right after Muurhodgegate, the Mighty Mule is merely more mischievous misery, to aimfully alliterate. If you have managed to transverse the previous Hell of the West dirt sectors, this slender, soft dirt and super sand purgatory confronts riders less than a mile later. Slipping and sliding their way along this nearly 4-kilometer connector to the civilized world of pavement will eventually find riders relieved, but only to be met with the second longest climb of the BWR at Highland Valley, Highland Arendberg. Don't forget to hose your bike down and grab a bite or two to eat. It's a long way up before you can find a good place to rest.

By the way, Wafflers and Waferers alike get to enjoy the Mule in both directions. 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. On the way back, it's called the Modest Mule because everyone has had the mighty kicked out of them by now. Humility can come in many forms.



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

HIGHLAND ARENDBERG

8 KM

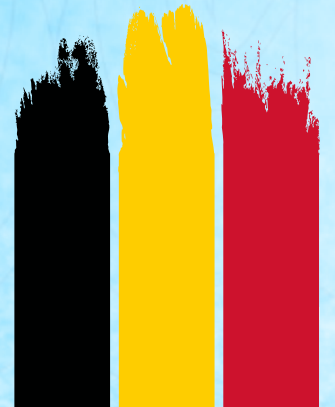
The second longest climb of the day—the cat 2 Highland Arendberg—commences just after riders will have stopped to clear the mud from their frames, brakes and wheels, along with all the other detritus acquired along the previous nasty off-road sectors. That is unless the course is dry, and therefore really sandy, in which case it's probably really hot too and about to get even hotter—drink up.

This five-mile climb has three 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 that riders will have a hard time imagining more than 100-miles of masochistic misery are still left. Yet, many around will whimper along, praying and mauling to others between labored breaths, "that mountain off to the left isn't where we're headed, is it?" This is the first Q/KOM sector of the day: <https://www.strava.com/segments/20513551>. 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>.

Quit shaking Waferers, it's only the first one-mile pitch of this killer climb for the Wafer, as the Wafer route turns left and heads down Bandy Canyon toward the most eastern part of the journey and the beginning of Sandy Bandy where riders start the return home, albeit in the sand. (Skip ahead to Sandy Bandy.)

<https://www.strava.com/segments/17351870>



THE ZWARTENBERG

17 KM

After perhaps the longest stretch of flat on the entire course, the false-flat on Black Canyon's paved slope gives way to something dark and dirty for Wafflers, but not before the sustenance of Feed Zone number 2. Just after loading up, riders will be confronted with The Zwartenberg—a decidedly dirty 3-mile ascent over washboards, sand and gravel only made worse by the two-mile descent after it, which requires going slower down than riders are able going up. To make matters even worse (read: BETTER), at the bottom begins the longest, biggest, baddest and beautifullest climb of the day featuring 11-kilometers of the purest dirt of the entire course. This climb will take many more than 45 minutes to ascend... good thing it's a remarkably pristine place to feel completely alone. 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.

This part of The Zwartenberg is the second Q/KOM segment: <https://www.strava.com/segments/14825809>. At the top riders still have another 74-miles to go and the headwind will only get stronger each minute after reaching the summit of this QOM/ KOM segment. This remote and lonely course feature adds the lovely touch of MORE HEAT to the BWR in a sweltering, suffocating canyon sort of way, helping to make this year's route the hardest ever.

At the top of The Zwartenberg is Feed Zone number 3.

<https://www.strava.com/segments/17331886>



SUTHERLAND DAMBERG

OMGEKEERDE

5 KM

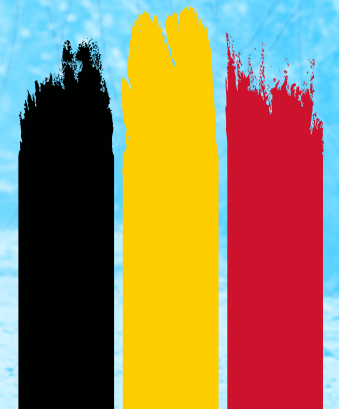
After more false-flat up to Mesa Grande over to the highway, riders will get to enjoy the relative smoothness of paved road for many miles before an abrupt right turn and punchy climb that takes them over to Sutherland Dam, a beautiful remote location seemingly lost in time. It's here that Q/KOS #2 awaits: <https://www.strava.com/segments/14822523>.

Yes, Wafflers get to enjoy the lovely vistas of the lonely Sutherland Damberg ,which bumps and grinds and descends for another three miles, bottoming out at the start of the Zwartenberg Omgekeerde climb in the other direction. This place is both scary and exhilarating and is followed by a nice dirt climb back up the Zwartenberg and then down toward Ramona and another Feed Zone.

Sutherland Damberg takes you along the fringes of a beautiful open preserve shared with Palomar Mountain, rising up along Santa Ysabel Creek. Rugged, to say the least, this sector again tests the tire and braking choices of all riders. Caution: YOU MUST RIDE SLOW DOWN THIS SECTION.

* Keep your head up here because before the sketchy descent there will be a much appreciated surprise.

<https://www.strava.com/segments/14843141>



ZWARTENBERG OMGEKEERDE

7KM

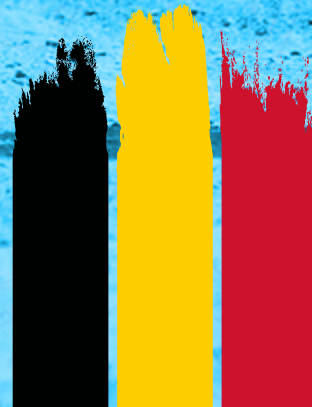
Immediately, you will get to taste the Black Canyon dust again on Zwartenberg Omgekeerde, this time heading up the way riders had to tenderly descended what will seem like ten hours ago. This 2-mile climb commences well into the race and will look completely different in this direction. The sand by this point, after so many thousands of riders will have carved up the narrow pass will make this stretch even more fun... only a few more hours to go. Phew.

Riders who would be coming down The Zwartenberg at this point—those (not you) who may have fallen behind the cut-off schedule will be turned around at the second Feed Zone so as to not impede the leaders who will be coming back up this sector in a hurry with the CHP, 30-miles ahead of where they (not you) would have been at this point. Ouch. Don't despair; if this really is you getting cut off, at least you don't have to do the 11-kilometer climb that starts at the bottom of this sector (or any of the rest of the BWR course).

This is O/KOD #1: <https://www.strava.com/segments/14825839>

At the bottom, Feed Zone number 5 greets riders who by now will want salt and Cokes and any food they can grab, plus maybe a massage.

<https://www.strava.com/segments/17324955>



SANDY BANDY

<https://www.strava.com/segments/17331898>

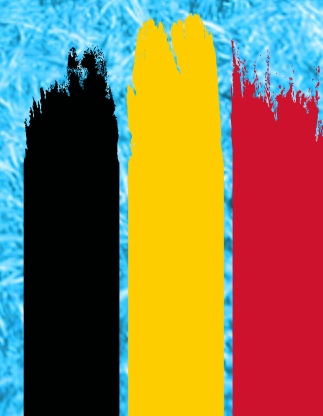
6 KM

After the longest stretch of downhill on the entire route, which starts on Zwartenberg Omgekeerde and flows all the way down the San Pascual Valley Hwy where you will notice the headwind much more, the route bottoms out just before the infamous Sandy Bandy off-road sector; Q/KOD #2.

(Waferers pick up reading again here.)

Now a signature sector, this deceptively diabolical diversion, with a Feed Zone to begin with, will take riders on an unlikely excursion, eschewing the heavenly smooth and open road along Bandy Canyon; paralleling the same route on a devilish dirt trail that is mostly, you guessed it, sand—and this year, with the BWR in July, it will be the sandiest it has even been for the event. Some would even say quicksand, and its depths will create more separation than the Bandy Weg climb that follows. When you do fall, make sure to wave your hand for one of the marshals to rescue you. It should be noted, anyone caught trying to cut the course here will be left to the not-so-swift suffocation only quicksand can provide. If completed, Sandy Bandy gives way to climbing pain, but not until a forced dismount signals the next level of hell has been reached.

This sand is cold and gritty.” “Yeah, and it’s deep, too.”



BANDY WEG

1KM

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 Sandy Bandy 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 must be commenced from a standstill—after dismounting, rubbing cramping legs and desperately looking around for the nearest sag wagon. Don't look across the road, there's a creepy old couch there... you don't know which cyclists took refuge there before you.

This Q/KOM #3: <https://www.strava.com/segments/17376984>

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, that same first pitchy berg that you ascended earlier in the day on the Highland Arendberg gets to become a nice little slide into the Modest Mule trail heading home.

Caution: YOU MUST RIDE SLOW DOWN THIS SECTION.



MODEST MULE

4 KM

After safely descending the twists and turns of Highland Ar-
endberg, riders will clamber ever closer back to the wretchedness
of the rock garden, where another sadistic sand, dirt and rut filled
trail eagerly awaits to remind all that there is no such thing as a
free lunch and life is not fair. Hopefully, riders will be able to gener-
ate enough power at this point in the ride to keep the bike upright
and moving forward. It's not even 4-kilometers worth of sand along
the Modest Mule trail. But not to worry, there's climbing and worse
still to come... all into a nasty headwind.

The Modest Mule is the punctuating point where only the most
mightily stubborn are able to transcend the misery.

Never fear, there is Feed Zone number 6 here at the end of this
sector and yet another not too many miles later. (We know, you are
thirsty and hangry by now.)

<https://www.strava.com/segments/14813004>



HODGESMUURGATE

5 KM

After a very short paved respite from the energy-sapping dirt (unless you stopped for a massage or a coffee at the Feed Zone at the end of the Modest Mule), the headwind that blows across Lake Hodges will exacerbate the difficulty of the dreaded Hodgesmeergate.

Now 5-, 6- or 11-hours into this trip, you won't quite be able to smell the waffles and beer, but you will begin to smell the salt air of the Pacific being carried by that pesky westerly wind. You might just remember this rocky section from hell if they're able to hark back so many hours earlier to Muur Hodgesgate. Well, now you get to climb it, 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. If you do make it past all of these obstacles, there will eventually be another Feed Zone to seek refuge at.

<https://www.strava.com/segments/14843036>



KAKABOULET

2 KM

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 and Hodgendam have to be the most interesting combo sectors of them all; for both Waffle and Wafer. They barely have any incline to them 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 the beginning of the Twistenlemonberg, not to be confused with Lemontwistenberg, which you may recall completing on the way out. The great news is that we removed Twistenlemonberg this year because of the heat, removing about 5-miles of very challenging descending and climbing.

Remember, Kakaboulet is a nonsense Flemish word used "to express dismay." It is short in length and starts just beyond a pleasant but brief asphalt section enjoyed after the rocky mayhem of Hodgesmuurgate. 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.



HODGENDAM

3.5 KM

Once through all of the rocky obstacles, riders will pass Hernandez Hideaway (yes, you can get tequila here) and start onto what really is the only true gravel road of the event, a roughly, and we really mean ROUGH, 3.5-kilometer sector of big, rocky gravel; the kind made for really big trucks. You'll need to find the line through here and stay in it because the brick-sized gravel along here is brutal. The beauty of this sector is lost on most but if you were to take it all in, there is the pristine serenity of the lake to the left and a wonderful woodland-like hill on the right that shrouds the existence of Del Dios Hwy. It's beautiful, but the sound of your wheels grinding through the huge gravel will dominate your senses, unless thirst is considered a sense because it'll be hot with a headwind here.

The sector ends where the Stuur Uw Kat began, so riders will need to climb through the very rocky single track, past the car wreckage and onto the DG covered trail that will them them to the dirt parking lot where Feed Zone number 7 awaits along with a Wrench House van to tend to all the bike mechanical needs.

Alas, it's time to ride on the road now, albeit uphill, in the heat. Good news, it will not be a headwind here, just a sidewind.

<https://www.strava.com/segments/14843036>



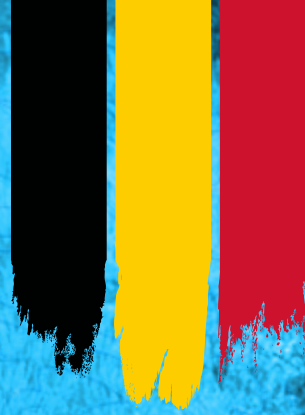
TWISTENLEMONBERG

4 KM

Immediately upon surviving the Kakaboulet/Hodgesdam combo, you get jokingly, mockingly or otherwise sadistically hit with Twistenlemonberg, which is mostly downhill. Just kidding, remember, we took this one out.

After what may seem like 40-miles in a row of strength zapping off-road sectors into a headwind, riders get to climb up Del Dios, all the way up to Harmony Grove, but not before O/KOS #3: <https://www.strava.com/segments/20480438>.

At the top of the climb up Del Dios, the left onto Citracado after this ascending torture will remind riders of the headwind they momentarily escaped. Now it's time to begin the glorious stretch of road into Elfin Forrest from Harmony Grove on the way to the finality of the Questhavensbergen/Muur Van Dubbelberg one-two punch. This is a beautiful stretch of road cut through a canyon with trees on both sides and even a nice canopy for a spell. Take it all in because what comes next is often the place where dreams end at the BWR. Ok, but also, its the place where dreams come true, as well, at the Oasis...



QUESTHAVENSBERGEN

5 KM

Alluring in the most glorious of ways to the Belgian Waffle Ride, Questhavensbergen is the beginning of the final climb of the day for Wafflers, Waferers and Wannas alike. The five-plus-mile 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, you 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 the Oasis Feed Zone (#8). Also, riders in the hunt will find different sectors for both the QOD/KOD and QOM/KOM category competitions.

Q/KOD #3: <https://www.strava.com/segments/3403787>

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

Hey, at least you made it this far.

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

<https://www.strava.com/segments/1096529>

M U U R V A N DUBBELBERG

2 KM

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 IRC Feed Zone (#9) 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?"

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



DUBBELBERG CIRKEL

0.4 KM

After finally making it to the top of Muur van Dubbelberg for the photo op, riders have now made it to the IRC Feed Zone where many will see dancing harlequins, cavorting nymphs, Aztec temples, and all sorts of denizens of the underworld. Alas, refreshment awaits, and so does a mostly downhill run to the finish. After the IRC Feed Zone (#9), there remains a not-so-easy diversion to the top of the park for the best panoramic view ever. You can even see the finish venue from here. This trick little circuit is the Dubbelberg Cirkel and sadly some will have to walk their bike 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 trail.

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



DUBBELBERG TWISTENWEG

3 KM

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 10 or so miles a bit anti-climactic or worse, it made them silly, as the riders dropped on the way up would run red lights to catch back on going down (we haven't forgotten you).

So once again, we've 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 nearly three-kilometers in switchback length, this is the zig-zaggiest and perhaps most sick 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 your bike becomes a necessity if any of those things are missing from your repertoire. It may be twisted, but it's demented too.

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 quick left turn onto Twin Oaks Valley Road marks a nice plunge down toward the Lost Abbey, but not before one last detour and a cruel little climb. Never fret, soon glory will be yours, as well as some Lost

Abbey BWR BADASS Ale unless of course, the Purple Peloton Police have written down your number—perish the thought. Then, the ignominy is yours, forever.



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

AFERKER CIRKEL BWR CRIT-CROSS

This year, with the glorious new venue to accommodate 10,000 cycling revelers all at once, we have the pleasure of adding a one-mile finishing circuit, Aferker Cirkel - BWR Crit-Cross, which wends through North City through a gauntlet that features grass, a nasty little pitch, some dirt and maybe even a jump or two... 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 10th Annual Belgian Waffle Ride is yours.

Once safely back to the finish, riders can expect a vibrant post race festival with live music, food from Gear Grinder Grill, entertainment and lots and lots of beer drinking courtesy of the Lost Abbey.

<https://www.strava.com/routes/2784183719914725192>



FEED ZONES



There are 9 Feed Zones on the Waffle course (6 for Wafer and 2 for Wanna) to help get riders the proper Hydration and food requirements from Hammer Nutrition to finish the event, all of them manned by volunteers giving their time to make riders' experiences the best ever. We will also have Hyland's Anti-Cramping Tablets at Feed Zones to help riders make it to the finish.

Hammer Nutrition Products:

- Heed
- Endurolytes Fizz
- Hammer Gel
- Hammer Bars

Other food and beverages:

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



THIS IS HOW YOU WILL
 SPEND MOST OF YOUR
 DAY ON JULY 18, 2021. THE
 REST WILL BE SPENT
 CONSUMING BELGIAN
 WAFFLES, FRITES AND
 LOST ABBEY ALE

		
14	Road	0
2.3	Lemontwistenberg	14.2
2.0	Stuur Uw Kat	16.5
1.3	Kakboulet Omgekeerde	18.5
1	Road	19.8
3.7	Muurhodesgate	20.8
-	Feed Zone #1 	24.5
3.0	Mighty Mule	24.5
5.5	Highland Arendberg	27.5
19.5	Road	27.5
-	Feed Zone #2 	47
11.2	Zwartenberg	47
-	Feed Zone #3 	58.2
20.6	Road	58.2
1	Sutherland Damberg	78.8
4.2	Zwartenberg Omgekeerde	79.8
-	Feed Zone #4 	84
10.3	Road	14
-	Feed Zone #5 	94.3
3.7	Sandy Bandy	94.3
0.6	Sandyweg	98
2.5	Road	98
3.0	Modest Mule	100.5
-	Feed Zone #6 	103.5
3.7	Hodgesmuurgate	103.5
1	Road	107.3
1.2	Kakboulet	108.3
2.1	Hodgendam	109.5
-	Feed Zone #7 	111.6
9.7	Road	111.6
-	Feed Zone #8 	121.3
0.6	Questhavensbergen	121.3
3.7	Road	121.9
1.2	Muur van Gubbelberg	124.4
-	Feed Zone #9 	125.6
0.2	Dubbelberg Cirkel	125.6
0.4	Road	125.8
1.6	Twistenweg	126.2
3.4	Road	128.3
1	Crit-Cross	131.2
-	Finish 	132.2

KAKABOULET!



FUN FACTS

ESTIMATED FLATS

1277

(OF NON-IRC TIRES)



11.76

MILLION WATTS
POWER EXERTED



568

NUMBER OF HALLUCINATIONS



397

ANTICIPATED FAKE INJURIES

CONSUMPTION



28,764

BEERS

(OVER THE WEEKEND)

12,986

BELGIAN WAFFLES



6,233

GALLONS OF WATER

9,140 CALORIES PER RIDER

7 Double Cheeseburgers, 4 Cheeseburgers, two chocolate shakes, three orders of Belgian Fries and three Lost abbey Belgian Ales or 1.2 million large Belgian Waffles

WHAT DO I GET WHEN I REGISTER?

First off, you should get 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 the Wafer or Wanna or simply opt out this year and defer your entry to next year's event.



In terms of accouterments, every rider will receive:

- BWR swag bag that contains many important items
- Race Number and RFID Tag (for official finishing time)
- BWR top tube Course Sector sticker (so you know what's coming up)
- BWR tee-shirt
- Wrist Band, which that gets you:
 - Pre-Race Waffles and coffee - because of Covid we have to serve packaged waffles this year
 - Three Beer Tickets from the Lost Abbey
 - Post-Race Food Feast from GEAR GRINDER GRILL
 - 750ml Lost Abbey Ale
- Raffle ticket for myriad prizes (must be present to win)





TIMING & SCORING: VERY IMPORTANT!

Our timing and scoring partner is OmniGo! [omnigoevents.com](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 wave start they've been assigned to. Anyone starting in a different wave than they are assigned to will be disqualified.

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 Expo to see how riders are faring along these sub-races.

Q/KOM:

<https://www.strava.com/segments/20513551>

<https://www.strava.com/segments/14825809>

<https://www.strava.com/segments/17376984>

Q/KOD:

<https://www.strava.com/segments/14825839>

<https://www.strava.com/segments/17331898>

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

Q/KOS:

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

<https://www.strava.com/segments/14822523>

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





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 (orange jersey), Hardman/Hardwoman (most aggressive or strongest contributor/blue jersey), Wahooligan (top young rider, under 23), GC (overall General Classification winner/yellow jersey), the kUDOs Award (the most giving and spirited rider in honor of our fallen friend, Udo Heinz/white jersey).

There are three timed QOM/KOM Strava segments combined for each of these categories: Sprint, Mountain, Dirt.

Riders with the lowest combined times (per Strava) for these segments will be determined the winners. In the event of a tie on time, 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 \$10,000 for the top five on both genders.

The Hardman/Hardwoman, kUDOs and Freddie Freeloader distinctions are determined by your 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.





kUDOs Award

The kUDOs award is given in honor of our friend, Udo Heinz, who was taken from us a few years ago by a criminally negligent bus driver. Udo was always a joy to ride bikes with and brought the best out of people. Udo had a great spirit, so the winner of this award goes to the person who exhibits the most amount of joy and brings fun and support to others in the event. This Award is our most important one.



Hardman/Hardwoman Award

This award, like the kUDOs Award, is chosen by fellow riders. In order to be considered for this prestigious honor, one must ride selflessly in support of others, perform super-human acts of driving the front, taking the wind full-on and otherwise exhibiting true Belgian grit in the most obvious and noteworthy ways.

CATEGORY JERSEYS



Queen/King of the Dirt

Presented by IRC



GC

Presented by Canyon



Hardman/Hardwoman

Presented by Storyteller Overland



KUDOS

Presented by Wahoo



QOM/KOM

Presented by ENVE



Sprinter

Presented by Hammer

CATEGORY AWARDS



Category Winners will receive:

Custom Eliel Category Winner's Jersey

100% BWR Winner's Sunglasses

BWR Belgian Ale Chalice



Overall Team Winners (male, female, co-ed) will receive:

BWR Sunglasses from 100%



Le Kok Brewery Team Winners receive:

Custom BWR Lost Abbey Swag and the honor of creating a special beer in celebration of the 2022 BWR

SURVIVOR AWARDS



Waffle Finishers will receive :

750ml Lost Abbey BWR BADASS Ale (trophy)

Bragging rights



Wafer Finishers will receive:

750ml Lost Abbey BWR KAKABOULET Ale (trophy)

Bragging rights



Wanna Finishers will receive:

12 ounce can of Lost Abbey WANNABEE(R) Ale

Opportunity to level up to the Wafer in 2022



\$10,000 PRIZE PURSE:

TOP FIVE OVERALL (GC) FEMALE AND MALE FINISHERS WILL RECEIVE MONEY:

Women:

- 1st: \$2,500
- 2nd: \$1,250
- 3rd: \$650
- 4th: \$350
- 5th: \$250

Men:

- 1st: \$2,500
- 2nd: \$1,250
- 3rd: \$650
- 4th: \$350
- 5th: \$250



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 Shutterbugs to capture riders in their full glory, whether it's face planting in the Muur Hodgesgate water crossing, popping at wheelie at the top of Muur van Dubbelberg or smiling brightly along the Modest Mule.



It is our endeavor this year to capture as many smiling faces and then share them with all riders via photo galleries will post online almost immediately after the event.



THE BWR EVENT RULES

(and here are the 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 lineup, 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);
5. All Entrants must show and practice good sportsmanship – un-sportsmanlike 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. 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;
12. All Entrants must wear their rider numbers, which must be easily visible;

13. Headsets covering or blocking both ears are prohibited, i.e., I-pod-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 tribikes].
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 and know California State bicycle laws, and must yield to emergency vehicles at all times, even if the road is closed;
19. All Entrants must give the right of way to other road users, including bicycles and motor vehicles, when legally required to;
20. All Entrants must stay to the right of cones set up 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) but may, not follow Entrants on the Route;
23. Any Entrant riding after sunset (7:45 pm) 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;
25. Entrants not finishing the course by 8:20 pm will not be official finishers but can continue on the route as long as 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 7:00 pm the day of the Event, whichever is later.
28. Belgian Waffle Ride is finished at 7:45 pm local time and all course support will be closed. Any Entrants still on the Route will be asked to stop and will be afforded transportation to the Finish line by Event Officials and/or event 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 wave - Be Prepared!



FAQ



HOW CAN I VOLUNTEER FOR SUCH A FUN EVENT, SINCE I CANT RIDE?

How many volunteers does a race with 5,000 people in it require? The answer is way more than you can imagine and thus we are humbly seeking your contribution to this most unique event... please contact brett@monumentsofcycling.com 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. It really is a fun and unusual day out.

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 BelgianWaffleRide.bike
Facebook: facebook.com/Belgianwaffleride
Instagram: instagram.com/belgianwaffleride

CAN I DO THE EVENT ON MY MOUNTAIN BIKE?

The event is possible on a variety of bicycles including mountain, road (San Diego only), E-Bike (Wafer), tandem and ElliptiGO—but choose your weapon wisely and a good gravel bike like the Canyon Grail is recommended.

We do have the Lentz is More MTB category for the Waffle in honor of our friend, Kevin Lentz, who lost his life while riding his bike and being struck by a criminal driver. You can switch to this event, if you like. It's for BAD ASSES like Kevin.

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

We're gonna tell you right now, it's probably too much for you to take on, honestly. Sorry. Sure, it's only something be 125- or 145-miles, but 50 of those will be in dirt, rocks, sand, water or gravel. Only 60% of starters 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 ten-hour rides with as much climbing and dirt as possible, so you can really see if your body is up

to such a challenge. Then 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 much harder than doing half of the Waffle. Its dirt-to-road ratio is much higher, and the course is slightly 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 heroic 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 make you feel small 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 the expo (heads hanging in shame). Just kidding about that last bit.



WEAPONRY:

WHAT KIND OF BIKE SHOULD I RIDE?

The kind of Canyon bike you ride will depend on the type of rider you are and how comfortable you are in the dirt and during long races. The uniqueness of the BWR is that it really causes great consternation as to what weapon to bring to the fight. Too much bike/rubber and the 80-miles of road will zap you. Too little, and the rocks, sand, gravel and water will make you suffer or flat.

Keep in mind, the BWR was conceived in part as an answer to the Freddie Freeloaders who can be found sitting in on group rides until a sprint happens... they're just not respectable. Those Freddie's won't be found at the BWR, but yes, you are right, that has nothing to do with the bike you should ride.

On race day, you will notice there are road bikes with 25mm tires and skinny, very fast-looking humanoids atop them; there'll be plenty of Canyon Ultimates that will devour the course from the front.

But 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 Canyon has 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?

You will even see mountain bikes for the Lentz is More category, like the Canyon Lux, a light, full-suspension XC ATV. What you won't see are e-bikes (unless you do the Wafer E-bike challenge), time trail bikes or tandems.

The bike you should ride is the one you are most comfortable on for both road and dirt. After all, the BWR is a road race; a spring classic that's long with devilish sectors to make you question your weapon, again and again.



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/>



Grizl

The Grizl brings tough Swiss Army Knife functionality to Canyon's 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/>



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/>



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, sleeker and faster.

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



WHICH IRC TIRES SHOULD I ROLL?

Just like your Canyon bike decision, the IRC tire choice is critical... even more so. In fact, tire choice and air pressure are the two most critical decisions you will have for race day. If your bike is the sword, your tires are the shield. Too little shield, you flat or fall over or get stabbed. Too much shield and your sword becomes more unwieldy.

Fortunately, the BWR has IRC as its official tire partner. IRC has an incredible array of tires to choose from for your weapon. They can prove to be the best protection you can afford yourself come judgment day.

The last BWR was ridden on everything from 25mm to 57mm tires. This year, most pro riders will end up rolling 28mm, whereas the general population will roll 32mm tires, though we suspect there will be throngs riding 34mm and wider. The Wafer has a higher dirt-to-road ratio and folks tend to roll wider tires on the whole for this shorter event.

You can choose between a host of tires depending on how comfortable you are in the dirt (as in you race 'cross as a cat 1) or your bike's ability to accommodate either wider or taller tires. Your tire choice may be affected by what your bike can roll with. Lots of road bikes can't handle even 28mm tires and certainly not the incredible IRC SERRACCX 32mm tire that has become so popular for gravel racers these days.

IRC's Formula Pro Tubeless Series features the optimal tire for those looking to ride in the front of the peloton. The Formula Pro Tubeless Light in a 28mm will be the best bet for anyone who is planning on going off the front.

IRC has every possible option for you from the lightest, most durable 23mm tubeless tires to 2.6" indestructible MTB tires.

[Pick your protection here!](#)



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 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 9 Feed Zones on the Waffle course (6 for Wafer and 2 for Wanna) to help get riders the proper Hydration and food requirements from Hammer Nutrition to finish the event, all of them manned by volunteers giving their time to make your experience the best ever. We will also have Hyland's Anti-Cramping Tablets at Feed Zones to help riders make it to the finish.

There will be six on-course support vans out on the course, roving throughout all the waves. There will also be Wrench House roving mechanics on e-bikes throughout the 19 off-road 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.

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 downhill dirt sectors, especially Lemontwistenberg (both ways), Zwartenberg, Sutherland Damberg and Dubbelberg Twistenweg. There will be signs, but please note you need to go down all dirt hills SLOWLY.





LOGISTICS:

WHERE SHOULD I STAY?

LAKEHOUSE HOTEL AND RESORT/SAN MARCOS

1025 La Bonita Drive, San Marcos, California, 92078, United States

We are extremely pleased to announce we have again partnered with the Lakehouse Hotel and Resort in San Marcos, CA. This incredible, newly renovated resort is offering us a 15% discounted rate (Online Code: Waffle)* and an opportunity to stay with your fellow riders very close to the start and finish at North City. If you want to rub shoulders with the pros and feel like you are in some magical foreign setting, stay at the Lakehouse.

[BOOK NOW](#)

FAIRFIELD INN & SUITES SAN DIEGO NORTH/SAN MARCOS

227 West San Marcos Boulevard San Marcos, California 92069

The Fairfield Marriott is offering a special rate of \$119 USD per night to BWR riders. There are limited rooms available at this rate, so reserve yours now.

Start Date: Thursday, July 15, 2021

End Date: Sunday, July 18, 2021

Last Day to Book: Wednesday, June 16, 2021

Cancellation Policy: Must cancel by 14 days prior to arrival for no charge

[BOOK NOW](#)

RESIDENCE INN SAN DIEGO NORTH/SAN MARCOS

1245 Los Vallecitos Boulevard San Marcos, California 92069

Residence Inn is offering rooms to BWR riders for a discounted rate of \$129–219 USD per night. There are limited rooms available at this rate, so reserve yours now.

Belgian Waffle Ride – San Diego

Start Date: Thursday, July 15, 2021

End Date: Monday, July 19, 2021

Last Day to Book: Monday, July 12, 2021

[BOOK NOW](#)

HOW CAN I LEARN MORE ABOUT THE COURSE?

The first time the official course will be revealed in detail with explicit instructions and insights is at the VIP event at North City on July 17, 2021. Hopefully you already booked your own tickets to this event. The media and pros will all be at this event and there are some tickets still left to get access to this really fun event. We will have pro interviews and mingling. The course will be revealed in great detail for all those in attendance of this special event and on Facebook Live. [VIP PARTY TICKETS HERE](#).

You can also learn more about possible sectors by following this account on Strava.

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 Gear Grinder Grill in order to not have a calorie deficit on race day. We recommend about 3 before and, sure, bring one along for the ride. You will also note when you return—60% of the riders who start the BWR actually finish—that nothing goes better with a Lost Abbey Belgian Ale than a Belgian waffle from Gear Grinder Grill (except for maybe bacon, but you can have that too).

AM I ALLOWED PERSONAL SUPPORT ON THE COURSE?

NO, you are NOT. You will be forever banished in ignominy for cheating.

For safety and fairness, no one is allowed support during the ride from unofficial people and riders are not allowed to ride with other riders who are not registered participants.

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 DQ'd 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. Some will receive the Purple Jersey, a distinction no rider can ever live down.





LAST REMINDERS:

- The tires you are thinking of riding may not be wide enough, get some IRCs. Whether you go with knobby 28mm, 32mm or even wider tires, IRC will be at the BWR Expo for you.
- The winner of this year's event will take around 6 hours and ten minutes to complete the course. This means for most it's an 10-, 12- or 15-hour day on the bike. The official cut off time will be 8:20 pm, allowing roughly 13-hours to officially finish.
- 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 Feed Zones, with tons of hydration and food products from Hammer 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 Oasis never works out well, but there will be 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 and many others will be providing neutral support on the road and gravel portions of the route. There will be multiple vehicles, plus we will have additional support vehicles, filming and providing rolling assistance. Wrench House is providing trail support on the Lake Hodges and Mule sectors, both ways.
- Each wave will have CHP officers escorting the riders.

- 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 new people and show them the best side of you, not the purple side.
- Parking is available in all areas labeled in the map below. There is also plenty of overflow parking across the street at CSUSM. Please use this to guide your race day arrivals.
- Packet Pick-Up for registration is from 12:00 am to 6:00 pm on Friday, July 16, 10:00 am to 6:00 pm on Saturday, July 17. YOU WILL NEED A PHOTO ID to redeem your packet. Unfortunately, your friend can't pick your things up for you, but they can share your beer.
- Charge your devices, download Strava and use it for the race! Without this, it will be difficult to tell who completed the course. Because riders have cheated in the past (we know who you are), you will need to redeem your finisher's items with proof via Strava. A phone battery may not suffice unless you bring a charger.

CUT-OFF TIMES:

If riders do not make it to the Ramona Feed Zone at mile-48 by 10:30 am, they will be required to turn around OR they will need to stay to the far right on The Zwartenberg, especially going down. Riders will need to defer to the leader coming back up the course here. This means riders will need to average about 14 mph to get to this cut off in time...

WHAT IF I HAVE TO DROP OUT?

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 ten different locations on the course, usually every 20 miles or less. As the course wears on, the Feed Zones become more frequent. YOU WILL RECEIVE A TOP TUBE STICKER THAT SHOWS YOU WHICH MILE MARKERS THEY ARE AT!

Feed Zones will have Hammer hydration & gels, and water, plus all sorts of different food-like substances. Some stations will have Coke and salty substances, like bacon or pretzels. All stations will have enough water and hydrating beverages 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.

ONE MORE THING:



“CHOOSE YOUR CANYON”

BIKE GIVEAWAY FOR SDMBA

MONUMENTS OF CYCLING has partnered with Canyon and San Diego Mountain Biking Association to bring you this opportunity to win a Canyon of your choosing!

Quick Facts:

- The Choose Your Canyon campaign begins right now, and donations are accepted until 7 p.m PST on Saturday, July 17
- Winner will be drawn at 8 p.m. PST on Saturday, June 17. The event will be streamed on SDMBA Facebook Live from the BWR VIP event in San Marcos
- Each \$10 donation gets one entry to win. Each \$20 donation gets 3 entries to win!
- Grand prize: a \$4,000 shopping spree for the Canyon bike of your dreams
- Second Prize: Fox Racing prize pack featuring a helmet, gloves and jersey
- Funds raised will go to the San Diego Mountain Biking Association to support trail advocacy and trail projects in San Diego County. 10% of funds raised will go to Bikes Del Pueblo.
- [All terms and conditions and methods of entry are available at the campaign website](#)



**CHOOSE THE CANYON EXCEED
FOR PEÑASQUITOS CANYON**



**CHOOSE THE CANYON GRIZL
FOR BLACK CANYON**



**CHOOSE THE CANYON
STRIVE FOR NOBLE CANYON**



**CHOOSE THE CANYON NEURON
FOR HOLLENBECK CANYON**

HET
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BEGIN



THE
MOST
UNIQUE
CYCLING
EVENT
IN
THE
COUNTRY

JULY 18, 2021

SAN MARCOS, CA

BTF ☺