

NOTES

THE 2006 OAK LEAF STAGES

Forward

Ecurie Royal Oak welcomes you to the Oak Leaf Stages at Desborough Airfield, Wilbarston, near Corby, Northampton. The organisers have built on their many years of experience from running events at Flookburgh, Binbrook and now at Desborough to bring you a 10 stage multi-use rally that promises to be enjoyable and exciting.

ERO have an ongoing commitment to the airfield and have invested in the airfield since 2004 to keep damage to a minimum and also ensure the format ensures you, the competitor, have a safe and enjoyable days motorsport.

The event is brought to you by an experienced organising team which has run events of this type for over ten years ably assisted by many volunteers from other clubs and associations, for which we are very grateful.

We hope you send your entries in quickly to avoid disappointment and look forward to the event and meeting you.

James Savage & Mike Rushton

Joint Clerks of the Course

Previous winners:

1989	Jon Joannides/Rob Farrington	Mazda 323 4x4
1990	Jon Joannides/A. White	Mazda 323 4x4
1991	Dave Hopwood/Andy Willet	Ford Escort
1992	Terry Smith/Andrew Gardiner	Sierra Cosworth
1993	David Scialom/Simon Dodd	Lancia Integrale
1994	Stuart Darragh/David Oates	Sierra Cosworth 4x4
1995	Tony Janetta/Lee Carter	Metro 6R4
1996	Lyndon Barton	Escort Cos 4x4
1997	Jon Joannides	Escort Cos 4x4
1998	Alan Peat/Steve Turner	Peugeot 205
1999	Andy Elliot/Dave Oldfield	Metro 6R4
2000	Mick Gilman/Jason Dolman	Sierra 4x4
2004	Ron Aikin/Bryan Neale	6R4 Metro
2005	Chris Baylis/ Mark Maison	Peugeot 205

Acknowledgements

The organisers would like to thank the following –

The Motor Sports Association	The Landowners
Local Residents	MAD Videos
The Police Authorities of Northampton	All Radio Crews
The Local Authority	All Rescue, Recovery and Medical Personnel
All Marshals, Competitors, Officials and invited clubs	

Timetable

1. Entries Open	Upon publication of these regulations
2. Entries Close	2nd April 2006
3. Final Instructions Posted	3rd April 2006
4. Scrutineering and Documentation #1	8th April from 16.00 to 18.00 hrs
5. Scrutineering and Documentation #2	9th April 2006 from 07.00hrs
6. First car starts	9th April 09.00 hrs
7. First car finishes	9th April 16:00 hrs (approx.)
8. Presentation of Awards	9th April 17.00 hrs (approx.)

SUPPLEMENTARY REGULATIONS

1. Announcement

The Ecurie Royal Oak Motor Club Limited, will organise a National 'B' Multi-Use Stage Rally, THE OAK LEAF STAGES on Sunday 9th April 2006 at Desborough Airfield, Wilbarston MR 141 / 823869

2. Jurisdiction

The meeting will be governed by the General Regulations of the Motor Sports Association Ltd., (incorporating the provisions of the International Sporting Code of the F.I.A.), and these Supplementary Regulations and any written instructions that the organizing club may issue for the event.

3. Authorisation

This event has been given permit number 32101 by the M.S.A
205 Challenge Permit xxx/2006

4. Eligibility

The event is open to all fully elected members of the organising club and member clubs of the following –
Association of North Western Car Clubs, Association of Northern Car Clubs
East Midlands Association of Motor Clubs, London Counties Association of Motor Clubs
Fully registered 205 or BMW Championship contenders.

5. Licences

All competitors must produce at documentation, a valid 2006 competition licence, club membership card, and Championship registration card and, where applicable, an entrant's licence and valid advertising permit.

Licence forms will not be available at signing on.

6. Championships

The event is a round of the following championships - Ecurie Royal Oak Club Stage Rally Championship, ANWCC Stage Rally Championship, BMW and 205 Championships.

7. Programme

The Programme of the meeting will be as the timetable on page 1 of these regulations. Noise check will take place prior to Scrutineering. Any competitor not signed on by 30 minutes before their due start time may be excluded.

8. Access

Access to the venue is only as instructed in the Final Instructions. Certain areas of the airfield will be prohibited except when competing. Failure to obey the instructions will lead to eviction from the venue.

9. Event Format

Cars will start each stage at 30-second intervals unless the organisers decide otherwise. The event will start and finish at Desborough Airfield, Wilbarston Northampton. Landranger Series 1:50,000 map 141 shows the entrance to the venue at MR823869. The event will contain a maximum of up to 10 special stages with an approximate mileage of 55 miles. These stages will be timed to an accuracy of less than one minute in accordance with (K30.2). The stages will take the form of mainly sealed tarmac and concrete roads. This is a Target Timing event (K11.1 (d)).

25. Pace Notes

Pace notes are not permitted; (K25.13) applies (this does not preclude the use of O.S. Maps 1:50,000 and 1:25,000 scale and others that are specified in the SR's as being necessary in order to complete the route). Checks may be set up at certain controls where competing cars will be searched. Refusing to allow a search will result in EXCLUSION.

26. Stage Safety

In the extreme circumstances and in the interests of safety, both for the competitors and the marshals, a Red Flag system will be in operation on all of the stages in accordance with (K24.2.7 (b)) and (K25.10).

The **RED FLAG** will be displayed only upon the specific instructions of the Clerk of the Course at a point where non-competing or rescue vehicles have joined the stage. Competitors must cease competition and come to a standstill as safely as possible at the side of the stage and await further instructions from an official of the event before proceeding.

27. Controversy

Should controversy arise over a Special Stage, the organizers reserve the right, "Force Majeur" etc. notwithstanding, to cancel the Stage from the results if they deem it fairer to do so.

28. Judges of Fact

Judges of Fact shall be Named Officials and Marshals whose names will be displayed on the official notice board not less than 30 minutes before the first car is due to start. These Judges will be appointed to adjudicate on the facts as Judges of Fact (C11).

29. SOS/OK Boards

Competitors attention is drawn to the clarification of MSA GR 25.5 and the actions they are required to take when arriving at an incident where the OK board is not displayed. Any competitor failing to comply with MSA GR 25.5 will be penalised by EXCLUSION and will be reported to the MSA for further penalties.

Further to the above competitors who misuse the SOS/OK board system will be penalised by EXCLUSION and will be reported to the MSA for further penalties. MSA GR25.5

30. Final Instructions

Final Instructions having the same force as these SR's will be sent out during the week prior to the event to the Driver or Co-Driver as nominated on the enclosed entry form. All other further written instructions bearing the signature of the Clerk of the Course or the Secretary of the Meeting will be deemed to be Official Instructions and will have the same force as these SR's.

31. Housekeeping

Refreshments and toilets will be available in the service area throughout the day. At signing on the competitors will be supplied with a refuse sack please use it for your rubbish and take it with you when you leave. Open fires are prohibited and Bar-B-Q's are only permitted if encompassed in a purpose built container and are lit at a distance of 10 metres from any vehicles. Organisers reserve the right to prohibit the use of Bar-B-Q's altogether.

Please note that camping is not permitted.

32. Event Media

The official video for the event will be produced by- M.A.D. Videos. Ian Maddison PO BOX 81 Keelvy, Grimsby, Nr Yorks, DN41 8SN.

The official photographer for the event will be- Andy Manston 01622 756495

33. Marshals

Marshals are always required and without them the event could not take place. All marshals to sign on, (From 07:00 Sunday 9th April). Please contact the chief marshal Pete Milburn using the numbers provided elsewhere in these regulations.

22. Timing and Controls

Timing

All time control clocks will be set to BBC time. Digital watches and timing equipment will operate special Stage timing by marshals under the control and supervision of the Chief Timekeeper.

Special stages will be timed to the previous whole second and the organizers reserve the right to use other methods of timing should the digital watches fail.

The rally will be divided into Road Sections, Service halts and Special Stages.

All Road Sections will have a Target Time set at an average speed of approx. 25 mph. The Target Time for each Road Section will start at the whole minute of the previous Stage Finish time (K30.4 (I)). A Main Time Control (MTC) will define all Main Service Halts IN and OUT.

Cumulative Lateness will be reduced to zero at each Main Service Halt (K30.6)

All Special Stages will have a Target Time set at an average speed of not more than 30 MPH. All Special Stages will have a Bogey Time set at an average speed of not more than 75 MPH. The excess lateness in minutes taken over Target on both Road Sections and Special Stages is cumulative between Main Time Controls and cannot be regained with the exception of during Main Service Halts.

If a Stage is stopped (K24.2.8). may be applied.

Organisers times and mileages will be deemed to be correct and will not be subject to protest.

Any adjustment caused by a Timekeeper's error must be made at the control in question and signed by the Marshal concerned. The Organisers reserve the right to amend a time if in their opinion, and after reference to the Marshal's check sheets, mistakes have been made.

Special stage timing will be by digital clocks to the last completed second. The Organisers reserve the right to use other methods should the digital clocks fail.

Controls

a) Special Stage Arrival Control (SSA) on arrival at an SSA a competitor will receive an arrival time only when ready to start the stage (Helmets on etc.). A competitor who is early may wait on foot with the Arrival timing crew for their due time, they must then proceed immediately to the start line once back in the car.

b) Special Stage Start Control (SSS) At the SSS a competitor will be given a start time for the stage in hours, minutes and seconds. Once a competitor has clocked in at an SSA the Start Marshal will assume they are ready to start the stage and will issue a time as soon as the start line is clear, whether the competitor is ready to start or not. The Marshal will inform the competitor how the stage is to be started whether by beam, traffic light system, flag or hand at 20 seconds to go and the appropriate start position will be adopted by both competitor and start crew. As each section is timed separately, the time taken from SSA to SSS is "Dead Time" and delays are automatically allowed for. The area between the SSA and the SSS is "Parc Ferme".

c) Special Stage Finish Control (SSF) At the SSF a competitor will receive their finish time in hours, minutes and seconds. This time in hours and minutes will be the start time for the following Road Section. Any competitor who fails to stop at the "stop" line must not, under penalty of exclusion, reverse to the stop line, but must return on foot.

23. Permitted Tyres

Tyres complying with the lists approved in (R2) are the only Tyres that will be permitted.

Tyres for competitors registered with a championship must comply with the relevant championship regulations.

24. Health and Safety

It is the Competitor's responsibility to ensure that they are acquainted with the M.S.A. Health and Safety Regulations. They should also ensure that anyone that is connected with their entry is also acquainted with the rules. If you do not have a copy, please contact the M.S.A.

10. Protests

Any protests must be lodged in accordance with (O 5.1.2).

11. Road Book

The road book and time cards will be issued on completion of documentation. The Road Book will contain details of the Road Sections and Special Stages in the form of Stage Diagrams. These documents will provide all the information necessary to enable competitors to comply with (K32). Official notices will be displayed before, during and after the competition and every competitor shall be deemed to have read all notices, and if applicable, they shall then form part of these regulations and shall be binding upon competitors.

12. Cars and Classes

The event will consist of classes for all Peugeot & BMW challengers as follows -

Class 1	1400 Beginner	Class 3	1600 Absolute Beginner	Class 6	BMW Novice
Class 2	1400 Expert	Class 4	1600 Novice	Class 7	BMW Expert
		Class 5	1600 Expert		

And for the rest of the event:

Class 11	0-1400 cc.	Class 12	1401-1600 cc	Class 13	1601-2000 cc
Class 14	2001+ cc	Class 15	Four Wheel Drive		

For guidance regarding eligibility for each class please contact the Championship co-ordinators or refer to the 205 Championship website.

All vehicles must comply with The MSA Technical Regulations (E 12) and (K 37) with the exception of (K 37.9.1) As this event takes place wholly on private property, cars trailered to the venue need not be taxed or insured but must have a valid MOT Certificate, V5 Registration document and RAC MSA log-book. It is not possible to scrutineer for log-books prior to the start of the event.

In addition, to reduce complaints and preserve the venues for future events, the organisers in conjunction with the RLO have found it necessary to impose the following restriction.

"Any vehicle which constantly backfires will be excluded from the event at the discretion of the Clerk of the Course. If any vehicle is modified or fitted with a device that may cause persistent backfiring, must have it disabled at all times."

Judges of fact will be appointed to monitor cars that cause loud detonations.

13. Awards

Challenge Awards:

1st Overall	1400 Driver & Co-Driver	An Award
2nd Overall	1400 Driver and Co-Driver	An Award
3rd Overall	1400 Driver and Co-Driver	An Award

1st Overall	1600 Driver & Co-Driver	An Award
2nd Overall	1600 Driver and Co-Driver	An Award
3rd Overall	1600 Driver and Co-Driver	An Award

1st Overall	BMW Driver & Co-Driver	An Award
2nd Overall	BMW Driver and Co-Driver	An Award
3rd Overall	BMW Driver and Co-Driver	An Award

Best Mixed or all Female Crew	Two Awards
Best ERO Crew	An Award
Spirit of the Rally	An Award

Event Awards:

1 st Overall	An Award
2 nd Overall	An Award
3 rd Overall	An Award

1 st in Class	An Award
2 nd in Class	An Award

If there are less than 5 entries in a class it may be amalgamated with the class above.

The awards will be presented at approx. 17:30hrs at the rally HQ. Award winners MUST be present to collect their awards or nominate somebody to collect the award on their behalf. If the award is not collected at the time of presentation it may be forfeited. All named awards, other than marque or team awards, will remain the property of Ecurie Royal Oak Motor Club Ltd, and must be returned on demand or within 11 months, whichever is the sooner. No competitor may win more than one award other than marque awards. Extra awards may be notified in the Final Instructions.

14. Entries

The entry fee is £190.00. The maximum entry for the meeting is 80 including reserves. The minimum will be decided by the organisers but will not be less than 25 entries. The minimum number of entries for each class is 3. Should any of the minimum figures not be reached, the organizers have the right to cancel the meeting or amalgamate the classes as required. All entries must be NEAT and made on the official entry form and accompanied by the appropriate fee. The available period of time for sending your entries is detailed on the first page. In order to qualify for a refund of entry fee, the Entry Secretary should receive notice in writing on or before the 7 days before the event. A £15 documentation fee may be deducted from any refund depending on the lateness of the notification. The first 50 entries will be reserved for 205 and BMW Challenge competitors up to 2 weeks before the event, all other entries are on a first come first serve basis.

The Entry Secretary to whom all entries must be sent is -

Julie Kelly
5 Giantswood Lane
Congleton
Cheshire
CW12 2HG
Tel (01260) 271125 (NO CALLS AFTER 21:30 PLEASE)

15. Officials

Joint Clerks of the Course	Mike Rushton & (01625431876) James Savage (07768 812021)
Championship Co-Ordinator	Pat Flynn
Entries Secretary	See panel above
M.S.A. Steward	TBA
Secretary of the Meeting	Nigel Bayley
Chief Marshal	Pete Milburn (01625 612919 & 07747 655300)
Spectator Control	Keith Wain
Safety Officer	Keith Wain
Stewards	Simon Banham, TBA
Stage Liaison Officers	Brian Gibson
Chief Timekeepers	Steve Hughes
Venue Liaison	Keith Wain
Radio Controller	Harold Hicken
Chief Medical Officer	Steve Hallmark
Rescue Unit	Stoke Rescue
Noise Observer	Brian Hooley
Scrutineers	Nick Bailey & Howard Corbally
Championship Technical Assistant	Christian Prynne
Results	Dave Colclough
Official Photographer	Andy Manson
Official Video	MAD Videos Ian Maddison Tel 01469 561281
Competitor Liaison:	Liz Flynn (205's & BMW's)

16. Results

The results will be made Provisional as soon as possible after the event and will become Final after 30 minutes subject to the resolution of protests. Competitors will receive copies of the final results within seven days.

17. Servicing

Servicing will only be permitted in the designated area. A 15 mph speed limit will be in operation in the service area and must be strictly observed. Petrol is NOT available at the venue. **Due to limited service area space, each competing car will be restricted to ONE service vehicles. The use of pit bikes is strictly prohibited due to the sensitivity to noise in the area**

18. Recovery

Broken or damaged cars will only be recovered by the official recovery vehicles and only at the discretion of the Clerk of the Course or Stage Liaison Officers. Cars should not be left unattended in a stage until they have been parked in a safe position and without notifying the nearest Radio Crew of its position.

19. Identification

Competitors will be identified by regulation size black competition numbers on a light background (K10.1.2, E11.3.11) must be displayed on both sides of the car. These will not be provided by the organizers but will be on sale at the venue.

20. Penalties

Summary of Penalties will be as printed in the appropriate section of the MSA General Regulations (K31 and K30) - Target Timed events, except as modified below. Competitors will receive penalties on Special Stages in as detailed below -

- (a) Under bogey, Bogey Time
- (b) Over Bogey but Under Target, Actual time taken
- (c) Over Target, Target Time
- (d) Over Target (by more than 5 mins) Target Time + 10 Minutes.

Competitors will receive penalties on Road Sections as follows -

- (e) Under Target, No Penalty
 - (f) Over Target, No Penalty
 - (g) Over Target (by less than 5 mins) No Penalty
 - (h) Over Target (by more than 5 mins) Target Time + 10 Minutes
- Additionally a penalty of EXCLUSION will be applied for the following offences -
- (i) Unauthorised alteration of an entry on a time card.
 - (j) Failure to comply with a regulation for which no other penalty is specified.

All other General Regulations of the MSA apply as written except for the following, which are modified (K35.3)

Ties will be decided by reference to times on the first stage. If this does not resolve the tie reference will be made to times on the second stage and so on.

(K9.1.3) Only the first named driver may drive throughout the competition. (K35.1) To be classified as a finisher, the crew together with the car which started the event, must complete the course with not more than 15 minutes Cumulative Lateness between Main Time Controls (K35.4), complete a damage declaration form and not have incurred a penalty of exclusion. Competitors who retire (K35.4) and (K35.4.1) are required to submit the damage declaration form to the Entry Secretary within 72 hours of the event. (K30.4 (e)) Maximum Permitted Cumulative Lateness between Main Time Controls is 15 minutes. Cumulative Lateness will be reduced to zero at each Main Service Halt. (K29.1) Special Stages will be open at the time of the first car and will close 15 minutes after the due time of the last car. In the event of a delay the organisers reserve the right to extend this time.

21 Special Stage Practise

Any crew not completing all or part of a special stage is deemed to have retired from the event in accordance with MSA GR K31(a). The competitors may then wish to utilise the rest of the day practising MSA GR K36.11 the stages that the retired competitors may attempt are at the discretion

of the organisers. The car must be re-scrutineered including sound check and the Clerk of the Course, deputy Clerk of the Course or the chief timekeeper must issue the crew with an arrival time for the stage. No awards or results are permitted MSA GR K 36.11.10 and the bogey times will be as per the main event time. Timecards will be utilised as a method of controlling the practise.