



MALCOLM WILSON RALLY

Saturday 3rd March 2012



Promoted by
 Kirkby Lonsdale Motor Club Ltd,
 Morecambe Car Club Ltd &
 West Cumbria Motor Sports Club Ltd

www.malcolmwilson.co.uk



FR /Jump 80 | ML → KR + Ć

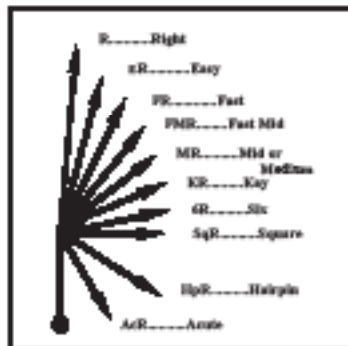
Fast Right over Jump 80 (yds) Caution Medium Left Into Kay Right and Flat Crest

2R /Jump 80 | 4L → 5R + Ć

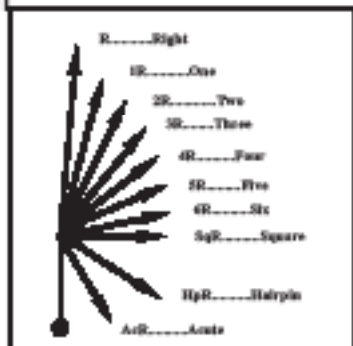
Two Right over Jump 80 (yds) Caution Four Left Into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

Bend Indication



Descriptive



Numbers

1-9, 6 Fastest No 1st, Direction 1st etc. also available

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A FEW WORDS FROM THE ORGANISERS

Welcome to the 37th Malcolm Wilson Rally. Once again we will provide a forest stage event in the beautiful Lake District, starting from the friendly town of Cockermouth with documentation & scrutineering taking place in the M-Sport complex. It will be organised by the same experienced team who have been involved for many years. The event has easy access via the M6 motorway & good A roads so come on up! The route has been tweaked a little to provide the maximum challenge with single usage of Forestry Commission roads & the longest stages available (over 6 miles average length). Well behaved management cars are welcome and may freely use the areas provided.

We are keeping up with modern trends by making regulations and entries available online with payment on PayPal® if desired so that you can spread the cost on your credit cards, or use two cheques.

We welcome competitors old and new and especially the challengers in the Fiesta Sporting Trophy UK promoted by M-Sport. With the Historic scene growing in popularity we have two championships: the DMack Tyres BTRDA Historic Cup & Motoscope Northern Historic Rally Championship, who are welcomed back for their second year.

M-Sport will again provide their superb facilities for scrutineering and overnight secure rally car park, with signing on in the merchandising unit. Access to the site will not be restricted to competitors only and service crews will be welcomed in the Merchandising Suite and Chequered Flag Café. Security is still a high priority so please restrict your movements to the areas open to the Rally. The Chequered Flag will be open for food and drink for the benefit of the competitors and Service Crews- at very reasonable prices both on Friday evening and Saturday morning.

Route notes will be available to all competitors; in line with other BTRDA® events these will only be available direct from Brian & Liz Patterson. See separate details within the regulations.

To improve the enjoyment of both driver & co-driver we will provide outline route maps, stage maps & tulips for road & stage sections in the road book posted out in advance – talk about Value for Money!

With a big increase in interest in the smaller classes and the return of Rally First and the new Historic Championships we recommend an early entry to avoid disappointment. We look forward to seeing you in March.

The Organisers

ACKNOWLEDGEMENTS

Malcolm Wilson	M-Sport Ltd	Cockermouth Town Council
Truck Stop/AW Jenkinson	Mitchells Auction Mart	James Walker & Co Ltd
Forestry Commission	Shepherds Hotel	Brian Patterson
Amey Mouchel		CTRA & MSA Competitions Dept.
Federation of British Police Motor Clubs (Swift)		RLO & FLO Cumbria Area Aire
	Valley Radio & Team Sprite Communications	
	Lake District National Park Authority	
	Chief Constable of the Cumbria Constabulary	
	Various championship organisers and sponsors	
	The marshals who operate so willingly	
	And of course, you.... the competitor	

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A word from our sponsor

Welcome to the Malcolm Wilson Rally and Cockermouth, the home town of M-Sport Ltd. I am delighted that I am again the sponsor of the event, and that I have surpassed Lombard who sponsored the RAC Rally for 19 years. This must be the longest sponsorship arrangement in motorsport! I have just instructed Greystoke to be upgraded to ensure that it will be in tip top condition for the event.

We are delighted that Ford have renewed their contract with us to design, build and run the Ford Fiesta RS WRC in the World Rally Championship for the next two years. Ford's faith in M-Sport is much appreciated and we look forward to competing against a growing band of manufacturers, who will make WRC even more exciting.

Preparation for 2012 World Rally Championship has already commenced; we welcome back Petter Solberg to the Ford stable, and he and Jari-Matti Latvala are determined to start the year running and challenge for the WRC drivers and manufacturers title. It is hoped to repeat our remarkable, record breaking result on the Wales Rally GB in November 2011 where we had eight finishers in the top ten.

The WRC Academy has proved to be an extremely popular class, where all the drivers have identical Ford Fiesta R2's, with the competition going right down to the last stage of the last event of the year. Not only does this series provide a platform for the young drivers to showcase their driving skills and promise for their WRC futures, it provides a scenario for M-Sport to work with Myerscough College, training new motorsport technicians.

Recently debuted cars are the Ford Fiesta R1 and MS1 which can be developed in stages to a full blown R2. This enables competitors to develop their cars in line with their available budget with the knowledge that the technology is based on the highly successful Ford Fiesta RS WRC.

I shall be looking at your results and hope that you all have a great day of competition in the fantastic scenery of the Lake District.

Malcolm

SUPPLEMENTARY REGULATIONS

1. TIMETABLE OF THE RALLY

23 February	2012	Entries Close at Standard Price
27 February	2012	Final Instructions and Road Book Posted
02 March	2012 14.00	Rally HQ Opens
02 March	2012 14.00	Scrutineering Opens
03 March	2012 08.10	First Car Leaves Start Control
03 March	2012 15.45	First Car Due at Finish Ramp
03 March	2011 19.30	Presentation of Awards at Sheep Centre.

2. ANNOUNCEMENT

Kirkby Lonsdale Motor Club Ltd, Morecambe Car Club Ltd & West Cumbria Motor Sports Club Ltd will promote a forest stage rally of National B status on Saturday 3rd March 2012. The rally is a qualifying round of the following championships;

Swisher MSA English Rally Championship.
REIS – Get Connected BTRDA® Rally Series incorporating the
REIS – Get Connected BTRDA® Gold Star Championship
REIS – Get Connected BTRDA® Silver Star championship
Millers Oils BTRDA® 1400 Championship
Rallyschool.co.uk BTRDA® Rally First Championship
DMACK Tyres BTRDA® Historic Cup
MG ZR Rally Challenge
The Fiesta Sport Trophy UK and Fiesta Sport Challenge
Motoscope Northern Historic Rally Championship
The SG Petch ANECCC Stage Rally Championship.
The ANWCC Forest & Historic Stage Championships.

3. 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 FIA), these Supplementary Regulations and any other written instructions that the organising team may issue for the event.

4. AUTHORISATION

MSA Permit, DOE authorisation, event and championship numbers will be on display on the official notice board.

5. ELIGIBILITY

The event is open to competitors holding a valid MSA competition licence of National B status or above who are registered entrants in the invited championships, or a member of a club forming part of ANECCC or ANWCC.

6. START & FINISH

The event will be based in Cockermouth, pre-event formalities & start will take place at M-Sport Ltd. The first car will leave the start at 8.10 en route to Cockermouth Main Street for the ceremonial start & return at 16.00 (approx).

7. EVENT DETAILS

The total mileage will be 190 miles, which will include 7 stages totalling approx 45 miles of the classic forest stages of the Lake District. Stages will be timed to an accuracy of 1 second. These will be timed by marshals under the supervision of an MSA approved timekeeper using hand held clocks or electronic equipment.

The event will operate the Red Flag system (R 24.4.5) on stages 3, 4, 5 & 6 to allow speedier access for rescue vehicles.

Competitors will be sent all route information on 27.02.12; road book; stage tulips, stage maps (the event is covered by O.S. 50.000:1 maps 89,90 & 96) also within the pack will be rally plates, door numbers and hi-vis numbers to be attached to rear side windows.

'Subjective Route Notes as supplied by Brian and Liz Patterson are authorised for this event. No other notes are authorised. The onus is on the competitor to order and pay for their own route notes from the supplier in good time before the rally, to be posted directly to the competitor. See separate advert for details.'

Competitors are required to carry SOS/OK boards and it is the competitor's responsibility to provide these boards.

SOS/OK boards have been the subject of much safety discussion. To clarify their purpose and use please note the following extracts from the MSA Yearbook

R 25.4.2;

Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew members are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance.

R 25.4.3;

All following cars must also stop and the second car arriving at the scene must inform the next radio point.

(Displayed in the road book and indicated by a blue board at the radio location.)

This is vital for your safety.

8. CLASSES

There will be separate event classes. Vehicles that comply with the current FIA list of Group N or Group A homologated cars plus those vehicles formerly listed and still permitted by the MSA / FIA.

Class RF1.0 Rally First cars up to and including 1000cc., including cars complying with the 2011 F1000 Forest technical regulations.

Class RF1.4 Rally First cars over 1000cc, up to and including 1400cc.

Class 1400L All current and former FIA Group N1 cars & all cars up to 1400cc, with engines of more than 8 valves & retaining the standard fuel & inlet manifold systems. No remote reservoir suspension permitted unless fitted as standard or homologated.

Class 1400C Cars up to & including 1,400cc with a maximum of 8 valve engines, plus all cars up to 1000cc not eligible for RF1000.
No remote reservoir suspension permitted.

Cars with a max of 8 valve engines;

Class 1400S All other cars up to 1400cc.

Class N3+ Current and former FIA Group N cars over 1400cc up to and including 2000cc.

Class N4+ Current and former FIA Group N and R4 cars over 2000cc

Class B10 Over 1400cc up to and including 1600cc.

Class B11 Over 1600cc up to and including 2000cc.

Class B12 Over 2000cc two wheel drive.

Class B13 Over 2000cc four wheel drive that do not qualify for Class N4+ or WR1

Class WR1 Over 2000cc four wheel drive cars with a sequential gearbox.

(This does not include mechanical bolt-on kits that modify the gear change operation of an existing H pattern gearbox, which can be returned to normal operation by the replacement of the kit with the normal gearlever) plus FIA Super 2000 cars.

All forced induction vehicles (except diesel) have a coefficient of 1.7:1

Class H1 All Historic Category 1 cars and Category 2 & 3 cars up to 1600cc

Class H2 Historic Category 2 and Category 3 cars with single cam engines over 1600cc

Class H3 Historic Category 2 and Category 3 cars with multi cam engines over 1600cc

All cars in classes H1, H2 and H3 must comply with the appropriate requirements of MSA Regulation R 49 to R 49.10.4.

9. AWARDS

1. First overall driver- the Goodyear Trophy & replica
2. First overall co-driver - the Phil Short Trophy & replica
3. Second overall driver - the Lakeland Trophy & replica
4. Second overall co-driver - the Thomas Motors Rose bowl & replica
5. Third overall driver - the Fred Crossley Trophy & replica
6. Third overall co-driver - the Mobil Burton Trophy & replica
7. First in each class - awards to driver & co-driver
8. Second in each class - awards to driver & co-driver
9. Third in each class – awards to driver and co-driver (subject to 10 entries)
10. Special performance by KLMC crew –the KLMC Shield
11. Special performance by MCC crew – the David Holmes Memorial Trophies
12. Special Performance by WCMSC crew - the United Steel Cup and the MacDonald Trophy
13. Best all Cumbrian crew (resident on 01.01.2012) - the Keswick Plate
14. Best aggregate performance by a 2-wheel drive car on SS1, SS2, and SS7 kindly donated by the Forestry Commission - the Comb & Hobcarton Trophy
15. Spirit of the Rally - the South Lakeland Trophy
(written recommendations welcomed)
16. Best manned stage (as judged by the course cars) - the Best Stage Cup
17. Best presented car @ scrutineering - The Jack Neal Trophy
18. Highest placed BTRDA® Gold Star driver & co-driver - BTRDA® goblets
19. Highest placed Silver Star driver & co-driver - BTRDA® goblets
20. Highest placed BTRDA® 1400 driver & co-driver – BTRDA® goblets

Competitors receiving event Award no's, 1, 2,3,4,5 and 6 will not be eligible for any other awards apart from award no's, 10, 11, 12, 15 and 17 which are awarded at the discretion of the organisers.

Competitors may win more than one award. All named trophies remain the property of the Malcolm Wilson Rally and are to be held for a period of 11 months or until the next Malcolm Wilson rally, whichever is the sooner.

10. ENTRIES

Entries open on publication of these regulations at the standard rate of £420.00. The entry fee can be paid in two instalments, a non refundable deposit of £50.00 which will be banked upon receipt and the remainder of £370.00 be separate cheque, post dated to 23rd February 2012 which will be banked as soon as possible thereafter. Entry fees, FOR REGISTERED Rallyschool.co.uk RALLY FIRST COMPETITORS ONLY, will be £370.00 payable as £50.00 deposit and £320.00 post dated cheque. Competitors using PayPal ® will be required to add 3.5% to the total amount payable. In the event of unforeseen circumstances the organisers reserve the right to raise a levy or reduce stage mileage.

Entries will be selected as follows; 100 places will be reserved for genuine championship entries until 11.02.12, 20 places will be used at the organising teams' sole discretion and the remainder will be allocated on a first come basis. Incorrect and incomplete entries may be returned losing their place in the picking order. All DEPOSIT cheques will be banked ON RECEIPT and the balance cheques on their due dates; crews will advised of their entry status by post or email. All refunds (apart from deposit) after the closing date will be discretionary. All cheques should be made payable to The Malcolm Wilson Rally.

11. SEEDING

The event will be conventionally seeded with Classes 1400L, 1400C & 1400S running at the front of the field, these cars will be numbered from 201 onwards. Followed by all 2WD cars over 1400cc, numbered from 101 onwards will precede all 4WD cars numbered from 1 onwards. One make championship contenders may be seeded in blocks.

12. SERVICE, MANAGEMENT & FUEL

One service pack will be provided per entry, this will contain the information required to locate the central service area & gain entry.

Crews wishing to use management vehicles (cars, estate cars, car derived vans or 4x4 vehicles- no roof racks) should take careful note of the restrictions within the Management Pack.

Permitted Fuels: Competitors are only permitted to use fuel that conforms to the definitions of Pump Fuels in the 2012 MSA Yearbook or fuel that complies with FIA Appendix J, Article 254, Art 9. No other fuels are permitted.

13. IDENTIFICATION

Competitors will be issued with rally plates, these are to be fixed to the front & rear of the vehicle, competition door & hi-visibility numbers will be provided, in addition competitors are required to carry sponsors advertising H 29.1.1.

14. SCRUTINEERING

Scrutineering will take place on the premises of M-Sport Ltd between 14.00 & 21.00 hours on Friday 2nd March. All vehicles must be presented in a roadworthy condition with relevant MSA logbook, MOT certificate if required, & homologation papers for all cars in Groups N & A. Crash helmets & overalls for both crew members must be present.

Post event scrutineering will take place near the finish ramp where selected crews will be given a time limit in which to attend.

Competitors are reminded of the following new regulations concerning the preparation of their vehicles:

R46.1.5. All vehicles must carry a small spill kit complying with J.5.20.13.

(The specification for the spill kits is under Nomenclature and Definitions, page 55 of the 2012 Blue Book.)

R48.1.10. Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film.

R48.1.12. The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory.

15. DOCUMENTATION

All competitors are encouraged to complete documentation on Friday 2nd March, unless by prior arrangement, and then no later than 1 hour before due start time.

16. PENALTIES

R 31.2.5 Maximum Permitted Lateness = 30 minutes

Chart R32.2 discretionary penalties will be as follows;

(aa) failure to follow the instructions of an official = 10 minutes

(to include these regulations & any subsequent bulletins as instructions of an

official).

(bb)

= elimination from results

(cc)

= elimination from results

Should the need arise the organisers reserve the right to gain times by any fair means available to them.

Each section of the event, competition Numbers 1 onwards, 101 onwards, 201 onwards will have the advantage of using R24.5,R24.5.1 and R24.5.2 separately

17. INSURANCE

The entrant is required to supply the name and address of his insurers on the entry form. Many insurance policies no longer provide cover for competition.

Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase cover via the organisers then they can do so prior to the event providing they comply with the following.

Age 19 years or over

Has held a full licence for a minimum of 6 months

Has no more than 6 points of their licence

Has had no more than 1 fault claim in the last 3 years

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event.

The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

PREVIOUS WINNERS

1975	John Taylor/Charles Reynolds	Ford Escort
1976	Malcolm Wilson/John Davies	Ford Escort
1977	No Event	
1978	Bill Dobie/Peter Mellor	Ford Escort
1979	Bill Dobie/Peter Mellor	Ford Escort
1980	Bill Dobie/Peter Mellor	Ford Escort
1981	Malcolm Wilson/Graham Walker	Ford Escort
1982	Bill Dobie/Steve Fellows	Ford Escort
1983	Darryl Weidner/Doug Hart	Audi Quattro
1884	Willie Richardson/Dion Richardson	Datsun Violet
1985	Tony Stephenson/Peter Jackson	Ford Escort
1986	Roy Cathcart/George Blackie	Opel Manta 400
1987	Steve Bannister/David Oldfield	Ford Escort
1988	Steve Bannister/David Oldfield	Ford Escort
1989	Tony Stephenson/Peter Jackson	Sierra Cosworth
1990	Charlie Taylor/Murray Foster	Ford Escort
1991	Tony Snell/Neil Dashfield	Ford Escort
1992	Alister McRae/David Senior	Sierra Cosworth
1993	Raymond Munro/Neil Ewing	Metro 6R4
1994	Dougie Watson-Clark/Ian Donnelly	Escort Cosworth
1995	Bob Green/Mal Capstick	Sierra Cosworth
1996	Steve Petch/Peter Croft	Subaru Impreza
1997	Alistair Tough/Alan Bland	Mitsubishi Galant
1998	Bob Green/Mal Capstick	Escort Cosworth
1999	Steve Petch/Peter Croft	Escort WRC
2000	Steve Petch/John Richardson	Subaru Impreza
2001	Steve Head/Andrew Dugdale	Mitsubishi Evo 6
2002	Jonny Milner/Nicky Beech	Toyota Corolla WRC
2003	Malcolm Wilson/Matthew Wilson	Ford Focus WRC02
2004	Paul Bird/Andrew Dugdale	Ford Focus WRC
2005	Matthew Wilson/Scott Martin	Ford Focus WRC02
2006	Paul Bird/Ian Windress	Subaru Impreza WRC
2007	Paul Bird/Andy Richardson	Subaru Impreza WRC
2008	David Bogie/Kevin Rae	Toyota Corolla WRC
2009	Steve Perez/Kevin Rae	Focus WRC
2010	Steve Perez/Paul Spooner	Focus WRC8
2011	Andrew Burton/Robin Kellard	Peugeot Cosworth
2012	???	

OFFICIALS

MSA Steward	John Arnold	
Club Stewards	Alan Whittaker, Tim Foster	
Clerk of the Course	Kevin Savage	Tel: 01524 733609
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	Tebay, Cumbria	
Chief Marshal South	Mike Allen	Tel: 01539 823273
	Hylands	Mob: 07831 297536
	Skelsmergh, Kendal	
Asst Chief Marshal	Martin Dentice	Mob: 07793 555986
	martin@martindentice.wanadoo.co.uk	
Chief Marshall Road	Mark McGuffog	Mob: 07747 021432
Stage Safety Officer	Bob Cordingley	
Cockermouth Coordinators	Ryan Winthrop	
Commentator	Bob Milloy	
Computer Results	Tynemouth Computer Services	
HQ Staff	Chris Coman, Vicky Brown	
Radio Officer	Dave Brodie	Tel: 015397 31469
	david.brodie@tiscali.co.uk	Mob: 07795 253363
MSA Timekeeper	Ian Smith (Rally International)	
Chief Scrutineer	Roger Whittaker (Car National 'A')	
Eligibility Scrutineers	BTRDA® John Cooper (Eligibility [Car])	
Fiesta Sporting Trophy UK	Rab MacDonald (Technical Commissioner)	
Scrutineers	Rob Harris (Car National 'A') Kev Hercock (Car)	
	Jim McDowall (Car National 'A')	
	Malcolm Mounsey (Car National 'B')	
Environmental Scrutineer	Ian Johnson (Environmental)	
Medical Officer	Dr. John Davies	Mob: 07808 454170
Media Team	Katy Mashiter	Tel: 01524 410753
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BTRDA® Contacts	Norman Robertson	Tel: 0161 7485399
	n.robertson51@ntlworld.com	

DO NOT CONTACT ANY OFFICIAL AFTER 10.00 PM

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M-SPORT

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WISH ALL THE MARSHALS, ORGANISERS
AND COMPETITORS THE VERY BEST OF
LUCK FOR THE 2012 EVENT.

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