

*The*  
**RYEMOOR  
TROPHY**  
**18 & 19**  
**MAY**  
**2024**



Championships: EMAMC, ANCC & SD34

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PROUD SUPPORTER OF THE RYEMOOR TROPHY RALLY

# *The Blacker Automotive Ryemoor Trophy Rally 2024*

Malton Motor Club Limited

18th/19th May 2024

## **FOREWORD**

The Ryemoor Trophy is BACK! Malton Motor Club Ltd has resurrected the old favorite after a 4-year Covid induced lay off, albite in a slightly shorter format. We have a new Clerk of the Course, with previous Clerks involved, so hope that we can pull off a superb event for you.

Although the event will be slightly shorter, it will be a dual permit event, allowing for an Inter Club and Clubman Rally to be run alongside each other.

This will allow competitors who have only the RS Clubman licence, required for 12 Car Rallies for example, to enter the Ryemoor Clubman Rally and still enjoy the full route as well as competing for separate trophies. As we have a strong 12 Car contingent in MMC we are hoping that they will take the next step up!

The event will be on OS Maps 94 & 100, covering approximately 110 miles. It will start and finish from the NY500 Café on the A169 Pickering to Malton road.

There will be a maximum of 3 miles of 'white' roads. These have all been traversed in a standard road car. A sump guard is always recommended for competition though!

Malton Motor Club wishes you all the best of luck out there – please follow instructions, drive safely, and make it back to the finish!

## **ACKNOWLEDGEMENTS**

Malton Motor Club Ltd. would like to thank the following:

Bevan Blacker of Blacker Automotive for his support of the event.

NY500 for a brilliant Start/Finish venue.

MSUK for authorising the event.

North Yorkshire Police.

Residents, Landowners, and farmers on route for their co-operation and patience.

The Marshals for giving up sleep.

You for entering the events.

## **WEB SITE & SOCIAL MEDIA**

The primary source for information about the event will be the Malton Motor Club Website – [www.maltonmc.co.uk](http://www.maltonmc.co.uk)

It is the competitors responsibility to check the website for updates, however we will post on the event Facebook page each time an update is made - <https://www.facebook.com/TheRyemoor>

Entries will be made via [www.rallies.info](http://www.rallies.info) and results will be available via this site also.

There will be a physical notice board on the event.

## PREVIOUS WINNERS

2000	Sandi Taylor / Paul Taylor	Peugeot 205	
2001	<i>Cancelled due to Foot and Mouth</i>		
2002	Jon Lawson / Chris Pringle	Subaru Legacy	
2003	Stan Featherstone / Mike Ogram	Ford Sierra	
2004	Steve Webster / Roger Hage	Subaru Impreza	
2005	John Wilkinson / Roger Hage	Mitsubishi Evo	
2006	Ian Ainsworth / Iain Tullie	Proton Satria	
2007	Dan Robinson / Ian Gibbins	Proton Satria GTi	
2008	Ian Ainsworth / Stewart Merry	Ford Escort	
2009	Steve Retchless / Sam Collis	Ford Escort	
2010	Steve Retchless / Iain Tullie	Ford Escort	
2011	Steve Retchless / Iain Tullie	Ford Escort	
2012	Steve Retchless / Iain Tullie	Ford Escort	
2013	Ade Green / Ian Gibbins	Proton Satria	
2014	Ade Green / Ian Gibbins	Proton Satria	
2015	Ade Green / Ian Gibbins	Proton Satria	
2016	Richard Hunter / Gary Evans	Ford Escort	
2017	Richard Hemingway / Sam Collis	Proton Satria	
2018	Bevan Blacker / Niall Frost	Peugeot 106	
2019	Stan Featherstone / Sasha Heriot	Peugeot 205	
2020	Richard Hunter / Gary Evans	Ford Escort	
2021	2022	2023	<i>Not Run</i>



## SUPPLEMENTARY REGULATIONS

### 1. ANNOUNCEMENT

Malton Motor Club Ltd. will promote a Dual Permit Event; Interclub Navigational Rally, the Ryemoor Trophy Rally and a Clubman's Navigational Rally, the Ryemoor Clubman's Rally, on 18th/19th May 2024.

### 2. JURISDICTION

The events will be held under the general regulations of the Motorsport UK (incorporating the provisions of the International Sporting code of the FISA), these supplementary regulations and any written instructions the promoting club may issue for the event.

### 3. AUTHORISATION

Motorsport UK Permit numbers 135964 for the Interclub event and 133877 for the Clubman's event have been issued. Authorisation of a Motoring Event on the Public Highway will be posted on the official notice board. This official notice board will be on display at the start, and finish venue.

### 4. ELIGIBILITY

The Interclub Navigational Rally, the Ryemoor Trophy Rally is open to fully elected members of the promoting club and to all members and championship contenders of the following Championships:

Association of Northern Car Clubs (ANCC).

Association of North East Midland Motor Clubs (ANEMMC).

East Midland Association of Motor Clubs (EMAMC).

Association of North West Car Clubs (ANWCC).

The Inter Club event is a round of the following road rally championships.

ANCC Northern Road Rally Championship

Permit No: TBA

EMAMC The Clubman Motorsport Road Rally Championship

Permit No: TBA

SD34 Motorsport Group Road Rally Road Rally Championships

Permit No: TBA

The Ryemoor Clubman Rally is open to fully elected members of the promoting club and members of the following 15 individual clubs:

Beverley & DMC

Border MC

Clitheroe & DMC

De Lacy MC

Hadrian MSC

Hexham MC

Ilkley & DMC

Matlock MC

Mid Derbyshire MC

Northallerton AC

Ripon MSC

Trackrod MC

Whitby & DMC

York MC

Yorkshire Wolds MC

If you wish to enter and your Club is not on the invited list, Malton Motor Club Ltd membership is available via the entry form.

### 5. TIMETABLE

Noise will commence at 18:00 prior to Scrutineering and Documentation at NY500 (map ref: 100/802805.5 / W3W: confetti.feared.coasting) and will close by 20:00, as will Scrutiny.

All competitors must be signed on by 21:00. Any competitor not signed on by this time may be deemed a non-starter.

Some Route Information will be issued at MTC 0/Documentation at 22.30 plus your start number.  
Car 0 will start from MTC1 at 23.30 with subsequent cars at one-minute intervals.  
The total mileage will be approximately 110 miles on public roads.  
OS 1:50000 Maps 94 (26/10/2018) and 100 (24/02/2016) will be required.

The finish will also be at NY500, where breakfast will be provided.  
Competitors bringing their cars to the event on trailers will be able to leave them, with tow cars, at the start venue – the exact area will be shown in the Final Instructions.

## 6. CLASSES

Class E	Expert	Where either crewmember has finished in the top 5 of a road rally.
Class S	Semi Expert	Where either crewmember has finished in the top 15 of a road rally.
Class N	Novice	All other crews.
Class C	Clubman	All competitors in the Clubman Rally.

The organisers reserve the right to re-classify any crew they feel has entered the wrong class, and no protest will be allowed on this point. Standard cars are eligible, as are van derivatives of production vehicles.

## 7. AWARDS

Awards will be presented as follows:

1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> Overall  
1st in each class  
1<sup>st</sup> Female/mixed crew  
1<sup>st</sup> Clubman

N.B. Replicas will be supplied with awards and will go to each crew member.  
No person may win more than one award. Awards will be presented after the results have been declared final. Trophies must be returned to the promoting club before 30th March 2025 or earlier if so requested.  
Any cost associated with the return of any awards is to be borne by the competitor.

## 8. ENTRIES

Entries open on Friday 5<sup>th</sup> April 2024 at 20:00 and close for seeding 18:00 on Tuesday 14<sup>th</sup> May 2024.  
**The entry fee is £90.00 and includes two breakfasts (driver & navigator).**

Entries must be made online at <https://www.maltonmc.co.uk/ryemoor-trophy-rally/> where there will be a link to the rallies.info page, or you can enter direct via the rallies.info page. Payment must be made online using the Stripe system. There will be an option for a voluntary contribution towards a marshal's breakfast.

Entries will be accepted on a first come first served basis. Entries will be accepted by web entry only. **Entries will not be officially accepted until payment is received.** Late entries may be accepted after the closing date at the organisers' discretion. Entries should be paid by 10<sup>th</sup> May 2024.

Entry fees will be refunded in full if the entry is withdrawn before entries close for seeding. Entries withdrawn after seeding will only be refunded if the place is filled by a reserve entry.

The maximum entry for the meeting is 50. The minimum is 20. The minimum for each class is 5. Should any of the above minimum figures not be reached the organisers have the right to cancel the meeting or amalgamate the classes as necessary.

## 9. DOCUMENTATION

Images of the Competition licences for both driver and navigator must be uploaded into the entry system, before signing on. All competitors must have signed on electronically by Thursday 16th May at 21:00, or they will be considered to have withdrawn their entry. Drivers must ensure that they have Third Party insurance for the event, which will be available to purchase when making their entry. Cars must also be taxed where applicable. Cars will be identified by numbers, fixed to each side of the vehicle, to be supplied by the organisers. These must be removed or covered after retirement from or at the conclusion of the event.

## 10. OFFICIALS

Clerks of the Course	Kevin Bardon	07930 801 459	<a href="mailto:ryemoor@maltonmc.co.uk">ryemoor@maltonmc.co.uk</a>
	Dan Robinson	07500 772 100	<a href="mailto:ryemoor@maltonmc.co.uk">ryemoor@maltonmc.co.uk</a>
Entries Secretary	Donna Harper	07711 094 309	<a href="mailto:entries@maltonmc.co.uk">entries@maltonmc.co.uk</a>
Event Stewards	Andy Beaumont		
	Mike Petch		
	Gavin Smith		
Chief Marshal	Nick Skaife	07974 119 934	<a href="mailto:marshals@maltonmc.co.uk">marshals@maltonmc.co.uk</a>
PR Officer	Joanna Wilkinson	07854 755 239	
Time Keeper	Andy Smith	07842 688 348	
Scrutineer	Mark Sherburn	07866 608 709	
Noise Test Official	Rose Rayner	07960 797 591	

## 11. RESULTS

Provisional results will be published as soon as possible following the end of the event as per D.26.1.2

## 12. PROTESTS

Protests must be lodged in accordance with C.5

## 13. ROAD BOOK

Competitors will be supplied with Route Instructions/Timecards at signing on and at various points along the route. These documents will provide all the information as specified in R.2.3.2, R.9.1 and R.14

## 14. PENALTIES

The fails system will apply as will schedule timing on the event. Marking and penalties will be as printed in the appropriate section of the general regulations, R.13 except as modified below.

d	Not reporting at or providing proof of visiting a route check- Standard/Regularity Sections A maximum of 2 incorrect digits will be allowed without penalty.	1 fail
s	Further breaches of k	Disqualification
	Excessive speed as observed by the Police	Disqualification

## 15. AMENDMENTS TO GENERAL REGULATIONS

All other regulations apply as written except for the following, which are modified:

- R.2.3.3 The organisers may establish a checkpoint at any point for the purpose of observing maintenance of a set time schedule and/or route.
- R.16.1.17 Cars must comply with all of R.18, as they would if the event were running under a Road Rally Permit

## 16. GENERAL INFORMATION

Final Instructions will be published in the week before the event and have the same effect as these regulations.

## 17. SCRUTINEERING

Cars will be scrutinised in accordance with the appropriate Technical Regulations. The scrutineering sheet will be given out at the Sound Check.

## 18. JUDGES OF FACT

All officials of the event and others named on the Notice Board will be appointed Judges of Fact for observing Give Way junctions, unauthorised servicing, false starts, use of auxiliary lights in neutral and transport sections and excessive sound, as described in R.8

## 19. CONTROLS

Controls will open 20 minutes before the first car. Maximum lateness will be 30 minutes.

Controls & checks will be designated one of the following:

MTC	Main Time Controls located at the start and finish, and during the event, that competitors MUST visit, timed to the previous whole minute. The controls at the end and during the event end neutral sections unless otherwise informed.
STC	Control at the end of a standard section, timed to the previous whole minute.
TTC	Control at the end of a transport section where you may make up time subject to $\frac{3}{4}$ rule.
NTC	Control at the end of a neutral section, timed to the previous whole minute.
IRTC	Control in the middle of a regularity section timed to the previous whole second.
RTC	Control at the end of a regularity section, timed to the previous whole minute.
PC	Passage Control untimed used as a manned route check or where a clock fails.
RC	Route Check, evidenced by writing down a seven-digit code on timecards

If an official clock fails, then the control will assume the status of a PC.

If a control is known to be unmanned, proceed to the next manned control by the route instructions. Your due time at the next control will be the time for that section and the next added up. Unmanned controls will be advised at the briefing or at MTC1.

To be classified as a finisher, competitors must visit two thirds of all manned controls and visit all main time controls (MTC's) within their maximum permitted lateness. (R.15.1). Any lateness must be made up at the designated time controls. Competitors will restart from the MTC after the rest halt at the scheduled time as shown on the timecard plus their start number.

## 20. INSURANCE

Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their 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 additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is a named driver on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

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 equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to [contact@reis.co.uk](mailto:contact@reis.co.uk) and provide the Drivers' name and date of birth, the date they pass their driving test and details of any motoring claims and/or convictions.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The cost of insurance will be £35 per car.



The Event Road Section scheme is provided by Reis Motorsport Insurance and underwritten by First Underwriting Limited.

Reis Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited. Authorised and regulated by the Financial Conduct Authority No. 310218. Registered in England and Wales No. 01469545. Registered Office: 768 Hagley Road West, Oldbury, Warley, West Midlands, B68 0PJ.

## 21. UNFORESEEN CIRCUMSTANCES

The organisers reserve the right to cancel part or the entire event if necessary.

## 22. ROUTE

The route will be approximately 110 miles, of which about 3 miles are on un-metalled roads. Fuel will be available before attending the Noise and Scrutineering Start Venue and at one other point along the Route, with a maximum distance between fuel stops being approximately 70 miles.

The location of Fuel Stations will be advised in the Final Instructions.

The route will be the shortest route on any road marked on the map between controls avoiding out of bounds areas and complying with the road book, unless stated otherwise in individual section handouts. All official distances are deemed to be correct, and no protest will be allowed regarding that.

## 23. INTERPRETATION

It is not a marshal's duty to interpret or explain any regulation, if in doubt ask an official, preferably before the start.

## 24. TIMING HINTS

A brief explanation of the type of sections being used on the event is shown below: -

### a) Standard Sections STC

You are penalised for losing time on these sections. If you take a time earlier than allowed, you will also be penalised. You are not penalised for arriving early if you can make up time subject to strict guidelines (see note e below). If you cut route and rejoin at a standard control you CAN rejoin at your scheduled time.

**Note:** Some Standard Sections may be clearly noted in the Route Instructions as 'Relaxed' Sections. These should be traversed steadily, and you will have plenty of time to complete these sections without losing time.

### b) Neutral Sections NTC

Neutral sections are non-competitive; you cannot make up time on these sections no matter how late you are. You must grin and bear it - the penalties are severe at one fail. If you rejoin at a neutral control, you MUST take a time equivalent to the same number of minutes late at the last control you recorded a time.

### c) Transport Sections TTC

These sections are used to take you from one part of the route to another. You are not penalised for arriving late other than for maximum lateness. You may make up time subject to note e below.

### d) Regularity Sections IRTC/RTC

These sections require you to stop at intermediate control [IRTC] where you will be timed to the previous second as you enter the control. The control at the end of the section RTC is timed to the previous whole minute. Time **CANNOT** be made up in these sections.

### e) Time Make-ups and the Three-Quarter Rule.

Make the most of any designated time make-up sections or any standard sections that are easily cleanable. If such a section is 4 miles or less, you can take any time allowed for the section. If it is more than 4 miles then you can only make up a quarter of the total time allowed, e.g. if it is 6 miles long and the time allowed is 12 minutes then you can take 9 minutes for the section without penalty. **The above only applies if you are running late in the first place.** You will be penalised if you make up time and book in before your scheduled time. The makeup time allowed is shown on your timecards.

**f) Outside Total Lateness. (OTL)**

Always watch for OTL. If you are more than 30 minutes late at any time control, then you pick up a maximum penalty of 1 Fail. So, if you do reach OTL then don't keep plodding on - instead miss a section and get yourself back within 30 minutes lateness. See a & b above as where you should rejoin. You can work out your OTL time at any control by adding your start number plus 31 to the car 0 due time.

**25. GENERAL TIPS**

- Do not rely on marshals to explain what you have to do. It is not their job, and some may be as green as you are.
- Do not follow another competitor. Only do so if you are hopelessly lost.
- If you end up going competitive (in a Standard Section) and you have to get out to open a gate, then you can safely assume that you have gone the wrong way.
- Make sure you have plenty of pencils, rubbers etc., readily at hand.
- Tell your driver to slow down if you are looking for tricky junctions. It is a common tendency for novice drivers to drive as fast as possible all the time. In doing so you invariably end up overshooting junctions or picking up wrong directions into a control.
- Make sure any route checks are recorded properly.



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