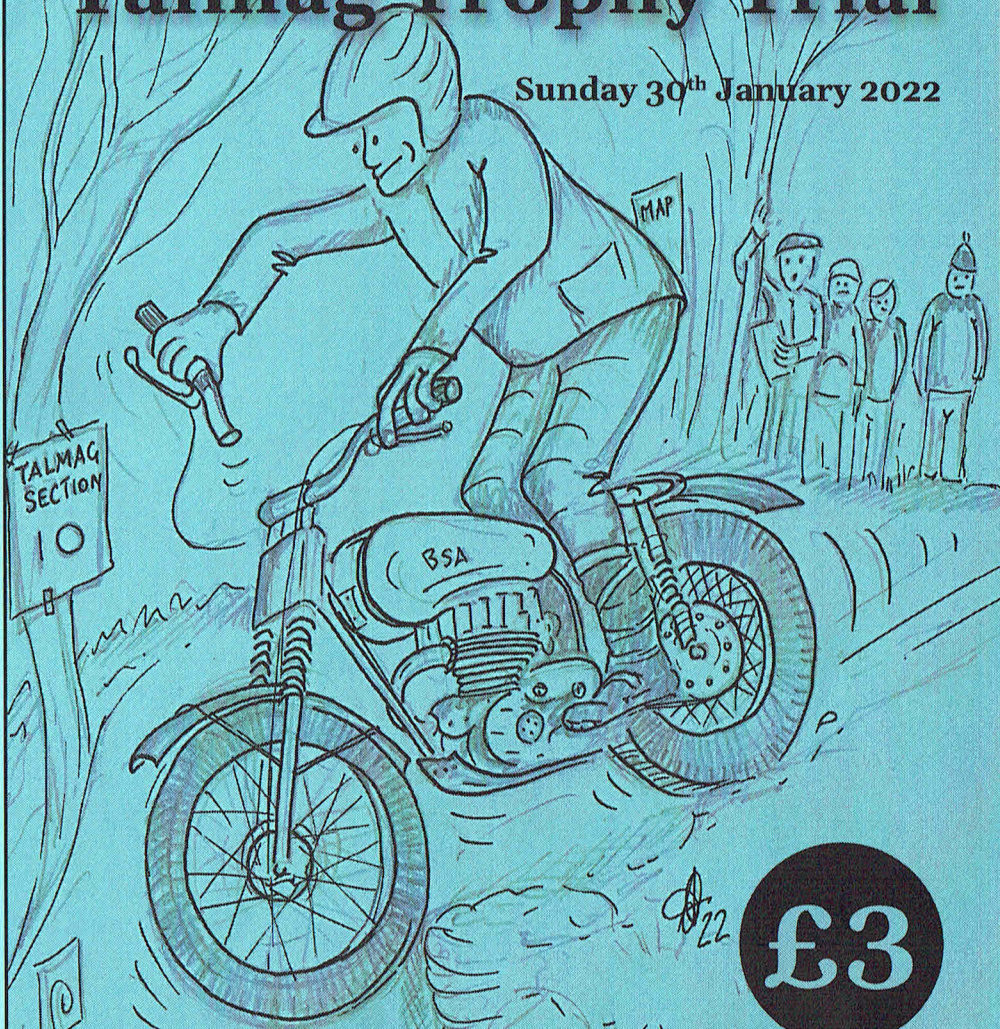


Talmag Trophy Trial

Sunday 30th January 2022



£3

Territorial Army (London) Motorcycling Club

Hungry Hill, Aldershot, Hampshire

Permit No: A.C.U. 61995

For as long as I can remember I have been on or around motorbikes, no surprise really with the surname Allaway. Following in the footsteps of my Grandad John, Dad Kevin and Uncles Ian and David trials has been in the Allaway blood for a very long time.

I received my first bike at the age of 3. A Pee Wee 50, which gave me the motorbike buzz. I rode my first ever trial on the Pee Wee at Crondall woods on a Wednesday night which was the start of many happy years of riding youth trials. I still remember the day my dad sold the Pee Wee, I was stood in my mum and dad's living room crying as it was taken away by it's new owner. Unbeknown to me a Yamaha TY80 would arrive in my front room that Christmas. This is where my trials riding really kicked on and I've not looked back since.

It wasn't long before my head was turned to side cars. I was always jumping in the chair with my dad from a young age and rode many club trials, Nationals and inter-centre rounds with him. I enjoyed it, but it wasn't the same as holding onto the handlebars and being in control of the bike, so I swapped sides thinking the transition from solo to sidecar would be easy. How wrong could I have been! Pointing the bike in one direction and it going another, having to actually turn the handlebars rather than just leaning, and don't even get me started on trying to turn right!! I kept at it though and I'm still riding sidecars now and will be today with my cousin Harvey.

Now onto the Talmag, a day many trials riders look forward to. A day where queuing for a section is never problem as there are so many friendly, familiar faces around to have a catch up with. My first memories of the Talmag were coming along with my mum and Nan and being mesmerised by the size of the bikes and the noises they were making. Wanting to stand half way up Hungry Hill all day as it was the noisiest place in the woods. I remember watching my dad and Uncle Ian ride one year and I'll let them tell you how that ended. Dad soon became the Clerk of the Course and when I was 10 years old, I would jump in the chair of his modern and "help" him ensure the trial was all going to plan. With a marshal armband on, I was the happiest 10 year old ever. I was a Marshal/back marker for quite a few years after this and would wizz around Hungry Hill on my 125 being more of a hindrance than anything.

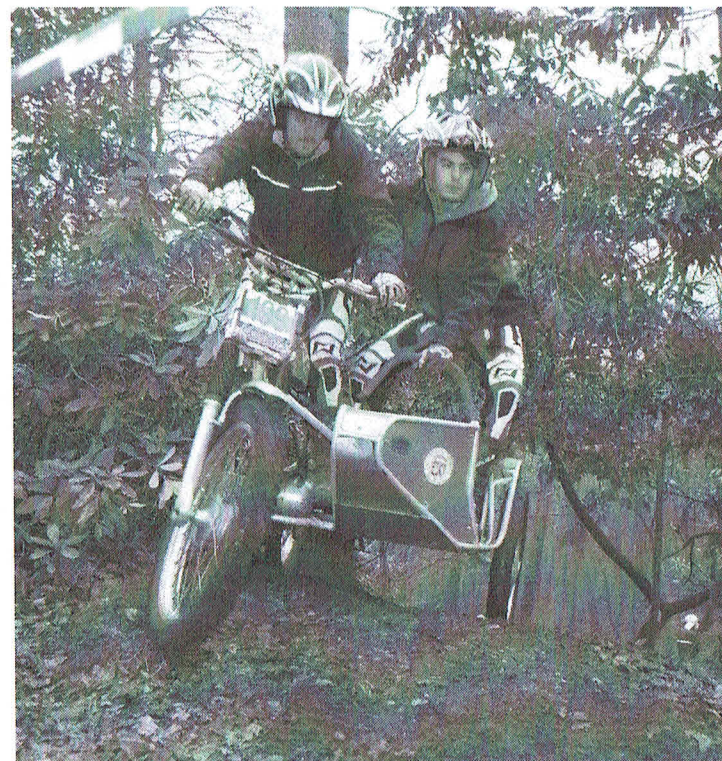
It was in 2013 when I first competed in the Talmag trial. I was a passenger for Bernie Chambers for two years before taking control of the bars myself. In 2015 Jake Pope was brave enough to jump on the chair with me on Pete Pesterfield's AJS. The loudest bike in the trial with its very distinctive motocross front mudguard and slightly bent forks which stuck down every time we went downhill. We had a great day.

Harvey Allaway and Daryl Dale then stepped up before my Uncle Ian asked me to ride with him in 2020. If I didn't feel enough pressure riding with a sidecar legend who is blind, the BBC decided to strap a camera to our bike and give us some air time a few days later. It didn't start well as we fived the first section but luckily, they didn't broadcast that bit.

Today Harvey and I will be riding my uncles 500 Triumph which has been in the family for decades so I am really looking forward to today. If we could take the win as well it would be a dream come true as this trial has lived for so long in our family's lives.

Finally, I want to wish everyone a safe ride today, good luck and most importantly, have fun!!

Adam Allaway



Picture: Adam and Harvey Allaway in the 2017 Talmag Trial

TALMAG TROPHY TRIAL
TERRITORIAL ARMY (LONDON) MOTOR CYCLING CLUB

Open to Four Stroke Machines only

Start Time 9.30am

SUNDAY JANUARY 30th 2022

Permit ACU61995

OFFICIALS

Club Stewards	K.Stone : H.Allaway
Clerk's of the Course	K.Allaway : C.Guppy
Secretary of Meeting	Mrs P. Gaines. Tel : 01844239271 91 College Crescent, Oakley, Aylesbury, Bucks. HP18 9QZ
Chief Marshal	D. Allaway
Scrutineers	D. Allaway : A. Connelly : A.Renton M. Mason : G. Noyce :
Special Test	K. Stone :D. Rees-Clark : M, Rees-Clark
Starter	L. Allaway : J. Langdon
Results	H. Allaway : J. Allaway : N Bruton:
Back Marker	A. Connelly
D.R. Observer Cards	A. Bowker : H. Moore
Observers	M. Brooks: N. Sinclair : B. Miles: B.Haynes: T. Gaines D. Mills : I. Todd : D. Neaverson :B. Brockman F. Clark Kemp : R. Kemp: T. Gaines: M. Hirst R. Waterworth : T. Waller: N.Lewis: R.Grover M. Frearson : M. Dagger : and others.
Officials Signer-On	H. Allaway
Programme Editors	K. Allaway : J. Allaway : A. Allaway
Catering	Naughty but nice.
OBSERVERS NOTE	Please be at the start by 8.30am. SIGN ON FIRST. Bring warm clothing and hot drinks
OFFICIALS NOTE	Please be at the start by 8.30am. SIGN ON FIRST. Ensure that all duty machines are serviceable and filled with fuel.
A.C.U. LICENCE	All Riders MUST show their ACU licence prior to signing on. Please ensure that you have it with you.

ACCIDENTS :	Any competitor or official suffering personal injury during the trial must notify the Secretary of the Meeting as soon as possible.
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TO ALL PERSONS ON THE LAND KNOWN AS HUNGRY HILL.

You are reminded that this is M.O.D. land and you are subject to the Aldershot and District Military Byelaws and section 13A of the Road Traffic Act. **FURTHERMORE** you are reminded that the following conditions also apply :

- No Competitor or Spectator or person accompanying a Competitor may ride his or any other machine in any area other than the defined course.
- Competitors must take full responsibility for the conduct of all members of their party.
- Motorcycles entered for the event may only be ridden by the Competitor.
- No riding of machines by spectators other than into/out of parking provided.
- No passengers to be carried on competitive machines except sidecar passengers.
- Ensure that your machine is properly silenced and below the required A.C.U. limit during the whole of the event. In the event of damage to the silencer, return to the paddock immediately.
- **NO TRESPASSING** outside the defined area for the event.
- Paddock racing will not be tolerated under any circumstances.
- Disregard for these guidelines and any instructions given by an official for the Club or of the land Owners will make you liable for instant exclusion from the meeting and will disqualify you from entering any future events.

Riding by **JUVENILES** is most strictly forbidden. Parents or persons acting in loco parentis are warned that if they permit their children or those in their charge to ride, they and the said children will be ordered off the land known as Hungry Hill.

RUBBISH !!

Please collect, save and put your rubbish in the sacks or containers provided around the start area and adjacent to the catering wagons. Contrary to today's turn out, we are in fact only a small club and in the past, officials have had to come back on the Monday to clear up. Rubbish could cost us the use of Hungry Hill for our trial in the end so PLEASE help by putting your rubbish in the bags provided or, better still, help by taking it home with you. THANKS.

LUNCH TIME PINT.

If you enjoy a lunch time drink, the "Royal Arms" is about 5 minutes walk from the Hungry Hill area. Follow the track along the bottom of Hungry Hill, past the following sections and follow the path by the fence down to the road, turn right BE CAREFUL, it's a dodgy crossing. Pub is just up the road on the left. Hot food and Sunday roasts are available. Hosts Jon-paul and Toni also serve a goodly pint of real ale as well as providing accommodation. Phone 01252 320149

THE ONUS OF RIDING EACH OF THE 15 SECTIONS TWICE AND MAKING SURE THE OBSERVER HAS MARKED THE SCORE ON THE SCORE CARD RESTS WITH THE RIDER. RIDERS ON THEIR SECOND LAP MUST NOT OVERTAKE FIRST LAP RIDERS. OBSERVERS WILL NOT HAVE THEIR LAP 2 CARD UNTIL LAP 1 IS COMPLETED BY ALL RIDERS.

INSTRUCTIONS TO COMPETITORS

START: This will be at Hungry Hill, Aldershot, Hants, signposted from the roundabout on the A325 west of Aldershot. Entrance ref: OS 186 847511. In accordance with A.C.U. "signing-on" requirements, the course will be open for inspection ON FOOT from 0730 hrs on the day. It remains the responsibility of the competitor/passenger to arrive early enough to ensure that they have time to satisfy themselves about the course. It will not be accepted as an excuse for late starting.

COURSE: This will consist of two laps of fifteen sections and a Special Test to decide ties.

START ORDER: As per list of riders in this programme. All competitors will leave in pairs at one minute intervals, first two men away at 9.31am. No interval between classes, one hour between laps.

LATE START: As per N.S. Code. One mark will be lost for each minute late to a maximum of twenty minutes, after which a competitor will be deemed a non-starter.

RIDERS CLOTHING: Competitors and Passengers must wear suitable appropriately safe and protective clothing whilst taking part in this event.

MACHINE EXAMINATION: Scrutineers will be in attendance to ensure that all machines are in a mechanically safe condition, not excessively noisy and that they conform with the requirements of the class under which they are entered. Machines must be submitted to them **BEFORE** signing on. After your machine has been examined you will be given a mark which must be shown before receiving your riding numbers. It has been reported that after machines have been examined, some riders have substituted non-permitted components. Spot checks will be made at the line and any guilty rider will be immediately disqualified and no entry will be accepted in future events.

RIDERS NUMBERS: The front riding number must be affixed to the front of the motorcycle in a vertical position facing forward, and the rear number is to be attached to the back of the rider, as per N.S. Code

SIGNING ON/OFF: Sign on after Scrutineering approval and please remember to sign off at the end of the Trial. A competitor who has not signed off will be deemed to have retired. After signing off, collect your Finishers certificate.

SECTIONS: These will be defined with tape and/or white, blue or red cards. Competitors are asked to keep delays to a minimum and ride the section when called upon to do so.

FAILURE TO DO SO WILL INCUR A PENALTY OF TEN POINTS. All classes will basically ride the same course, defined by **WHITE CARDS** for classes a, b, c and **WHITE AND BLUE** cards for class d and **RED CARDS** for classes e,f,g,h.

MARKING : A failure is deemed to have occurred if a machine ceases to move in a forward direction relative to the Course. This is pre-65 marking and therefore any "bunny hops", tacking etc. will constitute a stop.

SECOND LAP: Any rider on the second lap overtaking the first lap back marker will be deemed to have retired and will be excluded from the results.

Competitors are reminded that the Code of Practice requires a rider to attempt a section when called upon to do so, otherwise a penalty of 10 marks will be incurred.

PRACTISING: This is not permitted on any part of the course nor adjacent to start before, during or after the event. Any competitor doing so will be immediately excluded and reported to the A.C.U. for further action.

PETROL: This will not be available at the start but is available from Tesco store just across the roundabout on the A325 close to the start.

INSTRUCTIONS FOR OBSERVERS

Please make sure that you write your name, home address and Club in BLOCK CAPITALS on your marking card and ensure that you have **SIGNED ON** at the Start.

Please also make yourself aware of the "Instructions to Competitors".

PLEASE MARK YOUR CARD AS FOLLOWS :

- 0 **For a feet up ride** through the section.
- 1 **For a dab** (Touching once only with any part of the body by the Driver in a section)
- 2 **For two dabs** (Touching twice only with any part of the body by the Driver in a section).
- 3 **For footing** (Touching more than twice with any part of the body by the Driver in a section).
- 5 **For stopping** in a section, breaking or crossing tapes or markings defining a section, Driver or passenger receiving outside assistance while between 'Begins' and 'Ends' cards, passenger dismounting or touching obstacles or the ground with any part of the body.
- 5 **For missing** a section.
- 10 **For a Driver not attempting a section when called upon to do so. This is to deter riders from hanging around at a section and causing delays.**

MARKING OF SECTIONS

Observers attention is drawn to

- a) the use of **WHITE** cards for defining the gate route of the section for classes a, b, c
- b) the use of **WHITE and BLUE** cards for classes d.
- c).the use of **RED** cards for classes e,f,g,and h.

WHITE riding numbers use **WHITE** sections, **BLUE** riding numbers use **WHITE WITH BLUE DEVIATIONS.** **RED** riding numbers use **RED** sections.

A competitor is in a section when his front wheel spindle passes the 'Section Begins' card and has completed the section when the FRONT wheel spindle passes the 'Section Ends' card. A failure is deemed to have occurred if the machine ceases to move in a forward direction relative to the course. This is pre-65 marking and therefore any "bunny hops", "tacking" etc. will constitute a stop.

Any rider stopping in a section is requested to leave by the quickest and easiest route and not struggle through, as this will cause delay.

A Back Marker will close the course at the end of each lap. **DO NOT ALLOW** second lap riders into a section until the Back Marker has been through.

All Observers are requested to use the two plastic carrier bags, included in the Observer case, to clear their section of all marking materials and return these to the Start at the end of the Trial together with their completed Observer cards. You are also requested to assist us further by sorting your section marking materials into separate groups when you return these to the Start.

YOU ARE REMINDED THAT THE LIGHTING OF FIRES AND BARBECUES IS STRICTLY FORBIDDEN.

OFFICIALS, PLEASE NOTE !!!

For speed and ease of handling, there will be separate signing on facilities for riders and officials, which will be clearly signed. Please ensure that you go to the correct one.

All officials **MUST** sign on **BEFORE** commencing any duties. The **OFFICIALS SIGNING ON SHEET** should have your name clearly printed on it - please sign against it.

Will **OBSERVERS** please ensure that **ALL** their helpers sign on also in the space provided immediately under your name, together with your section number.

Welcome to the 2022 Talmag trophy trial

Welcome to everyone attending this year's Talmag trophy trial if our records are correct this is the 66th time the trial has been run in this format, of course we lost last year due to you know what, but we're back.

Not only did we lose the trial but sadly we said goodbye to Talmag member Ray Blackwell who succumbed to the virus in 2020. More about Ray further on in the programme.

A good entry this year of 216 riders which should of been more, as quite a few entries were declined due to missing the closing date.

The reason we have such an early closing date is simply to give us time to get this programme together, which obviously catches some out who are used to entering other trials just a week before or even on the day of the event.

This year we have the usual 2 laps of 15 observed sections with a timed special test on the first lap between sections 14 and 15. On section 15 you should find the famous Cake ladies giving away their tasty treats.

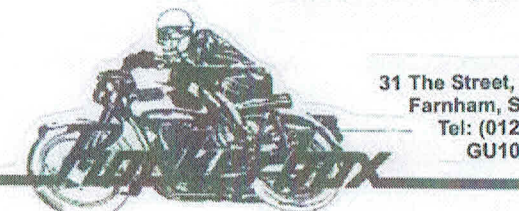
Two years ago, we introduced a new blue route for "elite" riders who fancied a more challenging course, which attracted a good entry however it seemed it was still too easy for some. What some of these younger and not so younger riders can achieve on their well-prepared machines is quite amazing and setting out sections to suit is still a learning curve for us.

As ever with this land we are always in doubt to the last minute whether or not they (landmarc) are going to pull the plug on us actually running the trial, it's happened before back in 2008. It seems that they are making it increasingly difficult for clubs to run events on "Army land" as we call it, the latest hoop to jump through is we have to keep the gate locked at all times or be manned all day, the latter is probably the only option what with spectators arriving and leaving throughout the day, also we now have to pay for the privilege of setting out the sections on the Saturday before the trial, let's hope it's all worth it.

With the COVID situation still going on please respect other people's space and enjoy your day safely. Thanks to everyone who make this trial possible, let's hope the weather is kind to us and a good day is had by all.

K Allaway C.O.C

Triumph and BSA motorcycles
New and used spares 1950 on



31 The Street, Wrecclesham
Farnham, Surrey
Tel: (01252) 722973
GU10 4QS

Cover Picture Drawn by Tony Gaines

	<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>MODEL</u>	<u>cc</u>	<u>DATE</u>
Class A Under 300cc machines						
1.	M. Clarkson	Rushden	B.S.A.	C15	265	1964
2.	P. Bush	Outwell	B.S.A.	C15	250	1964
3.	S. Grinter	Taunton	Royal Enfield	Crusader	250	1963
4.	J. Bull	Peterborough	MV Augusta	Super Turismo	150	1959
5.	C. Crowfoot	Stowmarket	Royal Enfield	Crusader	250	1963
6.	V. Allan	Tolworth	MV Augusta	RS	190	1958
7.	J. Dismore	Guildford	Triumph	Tiger Cub	199	1962
8.	N. Bowker	Ash	B.S.A.	C15	250	1963
9.	N. Clarke	Chatham	B.S.A.	C11	250	1955
10.	S. Cosser	Wimborne	B.S.A.	C15	250	1963
11.	B. Hampton	Curdrige	Royal Enfield	Crusader	250	1961
12.	A. Dark	Bristol	Triumph	Tiger Cub	200	1962
13.	D. Burroughs	Meopham	Triumph	Tiger Cub	200	1962
14.	D. Campling	Crookham	Triumph	Tiger Cub	200	1959
15.	P. Jay	Farnborough	B.S.A.	C15	250	1965
16.	A. Henbest	Landford Wood	B.S.A.	C15	250	1962
17.	J. Wills	Wigston	B.S.A.	C15	250	1962
18.	P. Lockwood	Marple	Triumph	Tiger Cub	220	1961
19.	J. Bunton	Edenbridge	Triumph	Tiger Cub	199	1960
20.	S. Littler	Tonbridge	Triumph	Tiger Cub	199	1960
21.	S. Pocock	Hever	Triumph	Tiger Cub	199	1960
22.	J. Coker	Edenbridge	Triumph	Tiger Cub	199	1960

Class B Over 300cc machines No rear suspension

23.	N. Fraser	West Walton	A.J.S.	16	350	1950
24.	R. Cameron	West Kingswood	Norton	50	407	1948
25.	J. Griffin	Tisbury	Triumph	TRW	500	1953
26.	I. Hayward	Chilworth	A.J.S.	16C	350	1954
27.	J. Gray	Salisbury	Ariel	HT5	500	1948
28.	I. Leyshon	Yate	Matchless	G3L	350	1949
29.	J. Henderson	Ash Green	A.J.S.	16MC	348	1946
30.	R. Talbot	Herstmonceux	Matchless	GLC	410	1950
31.	S. Allen	Dursley	Matchless	G3LC	350	1951
32.	M. Wills	Wigston	Triumph	T100	500	1951
33.	S. Scott	Farnham	Triumph	TRW	500	1952
34.	J. Wade	Chesham	B.S.A.	2B32	348	1950
35.	D. Glover	Attleborough	Douglas	Comp	349	1950
36.	J. Creed	Market Drayton	Ariel	VB	600	1951
37.	J. Frearson	Hambledon	A.J.S.	16M	410	1956

Class C Over 300cc machines With rear suspension

38.	J. Halfpenny	Landbeach	B.S.A.	B40	350	1964
39.	T. Baker	Sudbury	Matchless	G3C	410	1958
40.	A. Stevens	Bury St Edmunds	Royal Enfield	Bullet	350	1955
41.	S. Jones	Wallingford	Norton/Ariel	ES2	500	1964
42.	G. Cornes	Ashford	Matchless	G80C	500	1964
43.	J. Laker	Storrington	Triumph	Tribsa	500	1960
44.	E. Ryan	Marham	B.S.A.	B40	350	1964
45.	M. Caulkett	Weymouth	B.S.A.	B40	350	1962
46.	M. Smallshaw	Ferndown	B.S.A.	B40	350	1964

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>MODEL</u>	<u>cc</u>	<u>DATE</u>
Class C Over 300cc machines With rear suspension (ctd)					
47.	J. Leeke	Littleport	B.S.A.	B40	350 1964
48.	N. Smith	Colyton	Ariel/Triumph	HT-3TA	400 1958
49.	N. Hough	Queniborough	Matchless	G3C	410 1958
50.	M. Spencer	East Goscote	Triumph	TRW	500 1954
51.	I. Cooper	Syston	A.J.S.	16MSC	350 1957
52.	J. Flower	Binstall	A.J.S.	16MSC	350 1954
53.	N. Hough	Leicester	A.J.S.	16MSC	350 1955
54.	N. Clarke	Salisbury	Ariel	HT5	500 1959
55.	P. Clibburn	Bamber Bridge	Ariel	HT	500 1958
56.	T. Newell	Christchurch	Royal Enfield	Works Replica	350 1959
57.	J. Colein	New Milton	Royal Enfield	Bullet	350 1957
58.	C. Winstanley	Euxton	Ariel	HT	500 1958
59.	C. Collins	Great Ellingham	Ariel	HT5	500 1959
60.	M. Powell	Clifford	Matchless	GL3C	350 1963
61.	G. Barton	North Warnborough	Ariel	HT5	500 1957
62.	J. Miles	Bournemouth	Triumph	5TA	500 1961
63.	M. Mison	Barton upon Humber	Matchless	G80	500 1953
64.	B. Hill	Cheddar	Ariel	HT5	500 1956
65.	M. Lillywhite	South Chard	Ariel	NH350	350 1957
66.	S. Young	Knaphill	Velocette	Mac	350 1954
67.	M. Ward	Farnborough	Triumph	T500	400 1964
68.	L. Wright	Eastbourne	A.J.S.	16MS	500 1959
69.	M. Newman	Winstanley	Norton	Trials	350 1964
70.	C. Allsop	Bordon	Ariel	HT5	500 1957
71.	R. Mumford	South Brent	Drayton Twin		350 1964
72.	M. Smith	Fiddington	B.S.A.	B40	350 1962
73.	N. Sinden	Romney Marsh	Ariel	HT	500 1956
74.	T. Henbest	West Grimstead	Triumph	3TA	380 1959
75.	R. Talbot	Herstmonceux	Triumph	3TA	350 1960
76.	T. Talbot	Herstmonceux	Matchless	G3L	410 1960
77.	J. Ashford	Newton Abbot	Triumph	T100	500 1961
78.	N. Langworthy	Kinsteignton	B.S.A.	B40	350 1961
79.	D. Messenger	Cheltenham	Triumph	T100A	500 1964
80.	A. Bamford	Fleet	A.J.S.	16C	500 1963
81.	N. Woolley	Bishops Castle	Ariel	HT	500 1957
82.	D. Mummery	Ruckinge	Norton	Noriel	500 1951
83.	L. Hora	Thatcham	Triumph	5TA	500 1959
84.	R. Rout	Tunbridge Wells	Royal Enfield	Bullet	500 1956
85.	B. Clarke	Wymondham	B.S.A.	B40	350 1964
86.	A. Tyson	Danbury	Triumph	3TA	350 1962
87.	D. Shaw	Charlton Kings	A.J.S.	16C	350 1959
88.	I. George	Ash	Triumph	3TA	400 1961
89.	J. Lea	East Harling	Ariel	HT3	350 1958
90.	R. Higgs	Rayleigh	Ariel	HT5	500 1958
91.	J. Daly	Ockendon	Matchless	G3L	400 1959
92.	K. Fox	Fleet	Matchless	G3LCS	401 1957
93.	G. Hutcheson	Pamber Heath	Ariel	HT	497 1954
94.	J. Wigg	Winslow	Norton	Trials	490 1957
95.	A. Webbe	Mansfield	Triumph	TRW	500 1955
96.	R. Clarke	Badgeworth	Ariel	HT	350 1959
97.	I. Thornton	Partridge Green	Royal Enfield	Bullet	350 1960
98.	T. Frearson	Hambledon	Triumph	3TA	350 1964

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>MODEL</u>	<u>cc</u>	<u>DATE</u>
Class C Over 300cc machines With rear suspension (ctd)					
99.	S. Rudd	Hanbury	Matchless	G3C	350 1963
100.	P. Cottrell	Buxton	Norton	Big Four	601 1956
101.	R. Goodwin	Chelmorton	Triumph	TRW	350 1955
102.	D. Beaven	Steyning	A.J.S.	16MC	350 1960
Class D Open Class					
103.	B. Bishop	Rushden	Ariel	HT500	500 1958
104.	M. Gilbert	South Brent	Triumph	Triffield	350 1959
105.	S. Stalker	Yateley	B.S.A.	C15	250 1958
106.	J. Butcher	Hartley	Norton	50	350 1958
107.	M. Baldock	Ruckinge	Ariel	HT3	350 1956
108.	P. Gray	Salisbury	Ariel	HT5	500 1957
109.	M. Clarke	Lumby	Ariel	HT	500 1956
110.	A. Taylor	Thatcham	Ariel	HT5	500 1956
111.	T. McCabe	Farnham	A.J.S.	16C	380 1963
112.	W. Rhodes	Coddenham	B.S.A.	B40	350 1964
113.	P. Wiffen	Farnborough	Matchless	G3C	410 1956
114.	R. Jones	Llangollen	Triumph	3TA	350 1958
115.	N. Varney	Broadbridge Heath	Triumph	Twin	350 1963
116.	K. Bint	Aldworth	Triumph	3TA	350 1958
117.	J. Saffin	Marske-by-Sea	B.S.A.	C15	250 1964
118.	T. Bell	Northallerton	B.S.A.	B40	350 1964
119.	C. Dopson	Hethersett	Norton	500T	490 1951
120.	M. Neale	Mellis	Ariel	HT5	500 1960
121.	G. Herbert	Totton	Ariel	HT5	500 1956
122.	L. Granby	Chapel-en-le-Frith	Ariel	HT5	500 1958
123.	A. Thompson	Chapel-en-le-Frith	B.S.A.	C15	199 1960
124.	D. Walker	Chapel-en-le-Frith	A.J.S.	16C	410 1962
125.	J. Bannister	Slough	Ariel	HT5	500 1954
Class E Girder Fork machines					
126.	J. Wyatt	Stowbridge	Triumph	3HW	350 1950
127.	I. Haskell	Christchurch	Ariel	Red Hunter	350 1939
128.	P. Balmain	Wareham	Ariel	Colt	250 1929
129.	I. Watkins	Ashurst Wood	Royal Enfield	G2/Bullet	350 1937
130.	A. Glading	Chipping Norton	B.S.A.	Empire Star	249 1938
131.	A. Mountain	Blackwater	Triumph	3HW1	350 1940
132.	I. Johnston	Bracklesham	Ariel	W/NG	350 1943
133.	K. Alexander	Wigston	Panther	Red	350 1936
Class F Clubman Class Any eligible solo machine					
134.	R. Ashby	Marlow	Matchless	G3C	349 1954
135.	R. Brown	Maidenhead	A.J.S.	16MC	410 1951
136.	G. Cousins	Somersham	Matchless	G3LC	350 1953
137.	D. Rose	Woodbridge	Triumph	T20	199 1961
138.	G. Mitchem	Milton Keynes	Matchless	G3C	410 1960
139.	M. Hayward	Ashmore Green	Triumph	3TA	350 1958
140.	P. Chalwin	Tadley	B.S.A.	B40	340 1964
141.	T. James	Devizes	A.J.S.	16MS	350 1956

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>MODEL</u>	<u>cc</u>	<u>DATE</u>
<u>Class F Clubman Class Any eligible solo machine</u>					
142.	M. Green	Farnham	Triumph	Wasp	350 1964
143.	J. Rowe	Farnham	Triumph	Wasp	400 1964
144.	P. Houghton	Norwich	Triumph	Tiger Cub	199 1963
145.	M. Cross	Huntingdon	Triumph	Hardy T90	350 1961
146.	J. Bransbury	Steyning	A.J.S.	16C	350 1955
147.	K. Clarke	Salisbury	B.S.A.	C15	250 1963
148.	N. Radford	Taunton	B.S.A.	B40	350 1964
149.	C. Bunce	Fleet	A.J.S.	16	350 1947
150.	R. Clarke	Cheltenham	Triumph	Tiger Cub	200 1962
151.	J. Peeling	Tilehurst	Royal Enfield	Bullet	350 1956
152.	C. Judd	Upper Basildon	Triumph	T100	500 1959
153.	J. Hallett	Wrantage	Triumph	Cub	199 1964
154.	R. Muncer	Knaphill	A.J.S.	350MS	350 1953
155.	A. Soanes	Camberley	B.S.A.	B32	350 1951
156.	G. Pennington	Runcorn	Ariel	HT	500 1957
157.	B. Wise	Hildenborough	A.J.S.	G3LS	350 1956
158.	S. Blanchard	Rainham	A.J.S.	18C	500 1949
159.	M. Baldwin	Bracknell	Matchless	G3C	400 1959
160.	M. Andrews	Matlock	Matchless	G3LC	410 1961
161.	A. Morris	Esher	B.S.A.	B33	500 1955
162.	A. Abraham	Wisbech St Mary	Matchless	G3LS	410 1952
163.	R. Cox	Maidstone	Panther	Stroud	350 1951
164.	S. Broadbent	Bordon	Royal Enfield	Bullet	350 1958

Class G Over 65's on any Solo Machine

165.	K. Carroll	Woodbridge	Tiger Cub	T20	199 1962
166.	R. Johnston	Christchurch	B.S.A.	C15	247 1963
167.	I. Ballard	Basingstoke	Triumph	5TA	500 1964
168.	A. Shorter	Chilham	A.J.S.	16MC	350 1952
169.	J. Ruth	Chelmsford	Triumph	Tiger Cub	248 1961
170.	B. Bust	Corfe Castle	B.S.A.	C15	250 1958
171.	M. Jarrett	Ringwood	A.J.S.	16C	350 1961
172.	C. Kiddle	Little Marlow	A.J.S.	16C	350 1958
173.	J. Adams	Bradford on Avon	Triumph	3TA	350 1959
174.	C. Noad	Bradford on Avon	A.J.S.	16M	500 1957
175.	G. Howes	Didcot	B.S.A.	BB32A	405 1954
176.	D. White	Pontefract	Ariel	HT5	500 1953
177.	J. Eckhart	Marlow	Triumph	Trophy	500 1955
178.	S. Ward	Lyndhurst	Matchless	G3C	350 1959
179.	P. Thomas	Sedlescombe	Ariel	HT5	500 1956
180.	M. Land	Taunton	Ariel	HT3	350 1955
181.	G. Jones	Salisbury	Ariel	HT3	350 1957
182.	M. Baldock	Ruckinge	B.S.A.	C15	250 1960
183.	G. Greenland	Laverstock	B.S.A.	C15	250 1960
184.	K. Cox	Wimborne	Triumph	Tiger Cub	199 1957
185.	C. Sadler	Ipswich	Triumph	TR20 Cub	199 1963
186.	M. Palfrey	Shapwick	B.S.A.	C15T	250 1959
187.	L. Starrs	Basingstoke	Ariel	HT5	500 1958

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>MODEL</u>	<u>cc</u>	<u>DATE</u>
<u>Class G Over 65's on any Solo Machine (ctd)</u>					
188.	P. Jones	Wimborne	B.S.A.	C15	285 1964
189.	N. Townsend	Rodborough	Matchless	G3L	410 1959
190.	D. Arkell	Coleford	Ariel	HT	500 1957
191.	P. Collins	Quedgeley	A.J.S.	16M	350 1952
192.	J. Pym	Buckland St Mary	Triumph	T90	350 1964
193.	D. Wiffen	Farnborough	Matchless	G3C	410 1963
194.	B. Ayres	Langport	B.S.A.	XB32	348 1946
195.	N. Smith	Bridgewater	B.S.A.	C15	250 1962
196.	A. Frearson	Hambleton	B.S.A.	C15G	327 1964
197.	P. Noakes	Guildford	Royal Enfield	Crusader	250 1963
198.	S. Wagstaff	Quidhampton	B.S.A.	C15	250 1960

Class H Machines without and with rear suspension and with sidecar

199.	A. Clarke	Chatham	A.J.S.	G18	500 1952
Pass	A. Wood				
200.	K. Jarvis	Church Crookham	Ariel	HT	500 1958
Pass	B. Chapman				
201.	L. Gartside	Buxton	B.S.A.	B44	441 1968
Pass	J. Waldron				
202.	R. Head	Strood	B.S.A.	B44	500 1968
Pass	A. Jacobs				
203.	J. Pope	Chessington	Triumph		500 1960
Pass	H. Shaw				
204.	P. Randall	Paddock Wood	Triumph		500 1963
Pass	H. Martin				
205.	H. Dando	Thurnscoe	Wasp/B.S.A.	B44	440 1969
Pass	J. Waldron				
206.	P. Fishlock	Cranleigh	Ariell	HT5	500 1957
Pass	A. Other				
207.	J. Plumb	Brightlingsea	Lavariel	HT5	497 1958
Pass	C. Parkin				
208.	M. Treagus	Emsworth	Matchless	18CS	500 1959
Pass	S. Gould				
209.	N. Hannam	Cinderford	Ariel	HT	500 1958
Pass	D. Smith				
210.	S. Cuckow	Rainham	Matchless	G80	600 1964
Pass	P. Cuckow				
211.	J. Stanley	Matlock	B.S.A.	B40	350 1967
Pass	L. Gillie				
212.	G. Thomas	Isle of Man	B.S.A.	Victor	440 1967
Pass	A. Other				
213.	M. Kemp	Isle of Man	Ariel	HT5	500 1954
Pass	J. Patey				
214.	B. Chambers	Hurst	Rickman Ariel		500 1964
Pass	C. Chambers				
215.	G. Roberts	Gillingham	Rickman Metisse	5T	500 1955
Pass	C. Finch				
216.	A. Allaway	Alton	Triumph		500 1964
Pass	H. Allaway				

It is with great sadness that Ray Blackwell passed away in May 2020 as a result of the Covid 19 virus.

Ray started Trials riding in 1948, and was a very keen sidecar trials motorcyclist, joining TALMAG during the early 1970's.

His was a familiar face at many of the well-known Trials around the British Isles over the years and a keen competitor in all events. He was a great supporter of our own Talmag Trophy Trial and instrumental in the set-up of the current 4 stroke only format. As Club Steward, or Clerk of the course, it was very rare for him to miss it even though latterly he was not in the best of health.

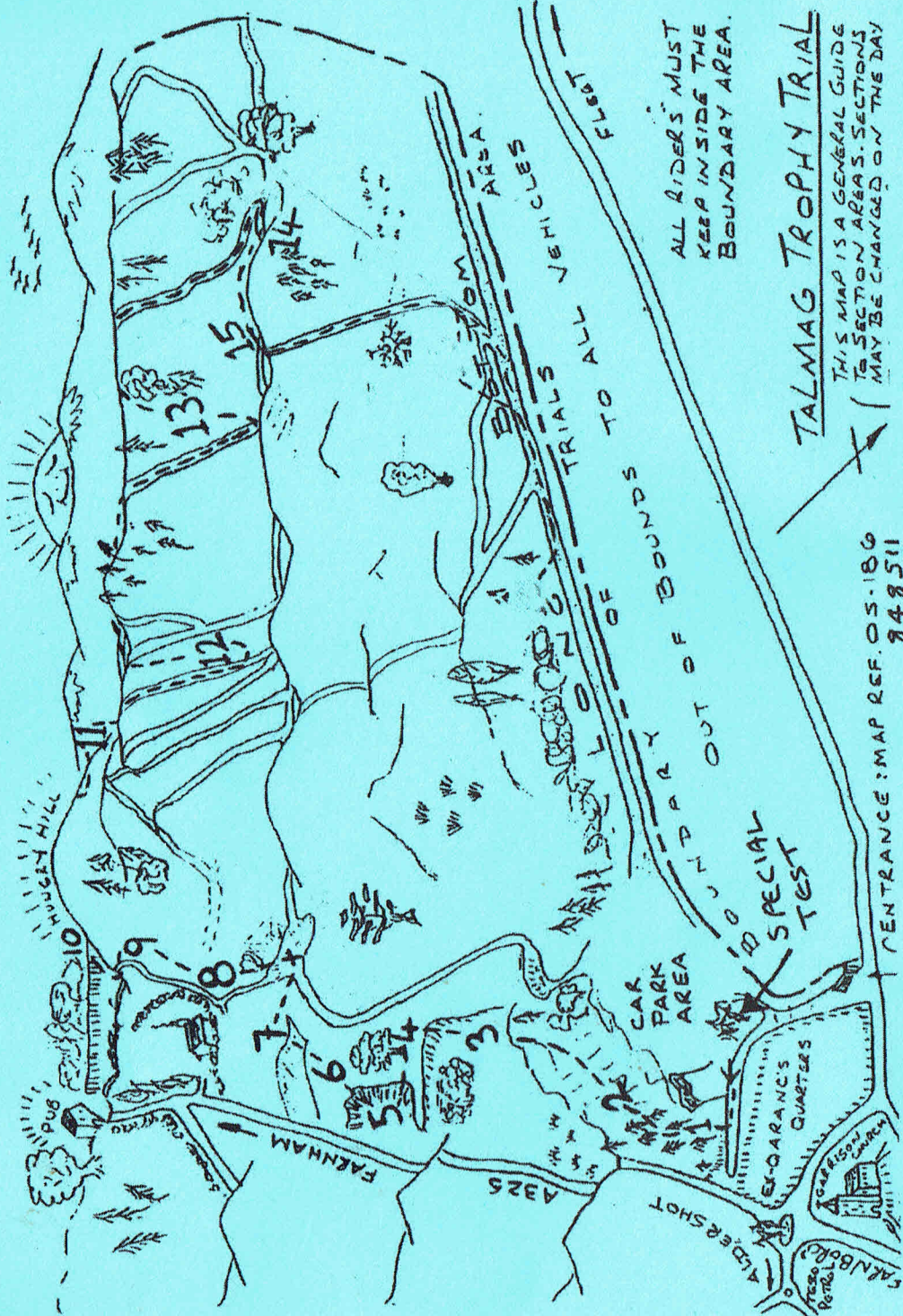
An active member of the Ariel Owners Club, The Vintage Motorcycle Club, (which he was President for a year), He was also a member of the Sunbeam Club and was Clerk of the Course for the Pioneer Run for several years.

His Son Tim puts it perfectly: "I would like him to be remembered as a "Clubman" in a Clubman's Sport, who put as much into it as he got out of it."

We are sure you will all join us in sending our condolences to his family, We shall all miss seeing his friendly face around the Course.



Ray Blackwell with his son Tim



ALL RIDERS MUST
KEEP INSIDE THE
BOUNDARY AREA.

TALMAG TROPHY TRIAL
THIS MAP IS A GENERAL GUIDE
TO SECTION AREA'S. SECTIONS
MAY BE CHANGED ON THE DAY

ENTRANCE: MAP REF. OS. 186
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