

Talmag Trophy Trial
Territorial Army (London) Motorcycling
Club



£3

Hungry Hill, Aldershot,
Permit no. A.C.U 200024. 29th January 2023

Talmag - the addiction

For many, me included, the Talmag Trophy Trial is the premier Classic trial on the annual trials calendar with the entries preserved for the 'big bikes' and sections set out to suit these machines. I'm a relative newcomer, first coming along to photograph in 2015 after some encouragement from Dave Jones a long time rider and supporter of the event. I took on the reporting and photographing duties from Nick Haskell for TMX (Trials and Motocross News) in 2016 through to 2022 and over the last eighteen months I've been collecting the results and programmes for all of the Talmag events (except one) thanks to Pat Gaines, Clive Dopson, Kevin Allaway and Marge and Alan Clarke. The aim of this collection is to put together a history of this great event. I admit I'm addicted to the Talmag!

As far as I can establish from reports, programmes and results the first 'four stroke only' trial was held in 1975 at Weavers Down, although 1974 is still a bit of a mystery, then it moved onto Hungry Hill in 1980. The 1975 Talmag is the only event where the full set of results are missing, only riders at the trial would have been sent the results and we haven't traced a set as yet.

Many thought the Talmag MCC were 'mad' when they decided to make the event four stroke only, as the speed of direction in trials was firmly aimed for two strokes. Ralph Venables applauded this decision and was convinced the Talmag would go from strength to strength which has been born out. Ironically the vast majority of machines are British now, however in the early years some small capacity four stroke Hondas made it onto the entry list.

Since 1975 the Talmag MCC have made changes to the trial in response to both external factors and requests from riders. The aim has always been to preserve the event for big four stroke machines. These changes have included in 1981 removing the Military rider class being removed as the army moved to two stroke machinery. The Talmag from it's beginning in 1951 was a military trial on MoD land with over 100 military entrants plus civilian riders by invitation, the military rider entry fell by 1980 to only four entrants so the category was removed. The Talmag has become international with German rider Rudi Munstermann being the first foreign rider to take part in 1984, many riders have followed from all over Europe, Rudi now runs his own annual classic trial in Germany, held in March each year.

In 1994, the number of small capacity machines was reduced to 20 as the club were concerned the focus on the bigger machines was under threat as 55 entered in 1993.

The Pre65 Scottish now has almost fifty percent small capacity machines leaving the Talmag with one of the biggest 'big bike trials entries'. As recently as 2020, a third 'blue elite route' was introduced in response to the riders wanting a bigger challenge, this was very successful in 2022 on it's second running.

The Talmag is addictive with many riders coming back year on year, of those who took part in 1976 Clive Dopson, Pete Pesterfield, Andy Wood and George Greenland are still competing today, there may be others, they are all previous class winners with Clive having an unrivalled 13 in all. The great Sammy Miller had won over a 1000 trials before he took his first Talmag Class win, then he put together four overall trial wins between 1984 and 1987. The overall win is a bone of contention as the Talmag Club, they consider 'just for journalistic headlines', the club consider each class winner as the winners of the trial. As much as the riders, certain machines also have a rich Talmag history and draw particular interest from the enthusiasts attending the event, Clive Dopson's Douglas Comp often in the hands of Darrel Glover or Matthew Neale, Ben Penny's Vincent Comet which is currently being rebuilt and Holger Schonknecht's Indian are just three that stand out.

It's a privilege to photograph and write about this event, but the day has come for me to tick off 'Riding the Talmag' from my bucket list, it is very hard to resist, Ralph Venables wrote in a previous programme 'Let us not place too much emphasis on winning. Basically. the lads (*should have said 'and lasses!'*) who compete in the Talmag Trophy Trial are here to enjoy themselves- and the results are not important' This may have been 'tongue in cheek?' After every trial I ride, I go to sleep re-living every lost mark, but regardless I'm sure we'll enjoy ourselves!

Andy Withers – Awssportsphoto

TALMAG TROPHY TRIAL
TERRITORIAL ARMY (LONDON) MOTOR CYCLING CLUB

Open to Four Stroke Machines only

Start Time 9.30am

SUNDAY JANUARY 29th 2023

Permit ACU200024

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	A. Allaway : J. Allaway : N Bruton:
Back Marker	A. Connelly
D.R. Observer Cards	H. Moore
Observers	B. Miles: B.Haynes: T. Gaines: D.Tickner: T.Pegler I. Todd : D. Neaverson :B. Brockman: P.Stevens T. Gaines: M. Hirst: K.Millard: S.Smith: A.Cole: J.Langdon T. Waller: N.Lewis: R.Grover: J.Clark: J. Devereux M. Frearson : M. Dagger : and others.
Officials Signer-On	H. Allaway
Programme Editors	K. Allaway : J. Allaway : C. 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. **SCRUTINEERING OPENS AT 8AM.**

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 2023 TALMAG TROPHY TRIAL

Welcome to everyone whether riding, observing or spectating.

As usual there will be 15 sections to be ridden over 2 laps, with a timed special test to decide any ties.

The sections will be set out to try and cater for everyone to have a good day out and not to break bikes or bones.

This is probably about the 40th year the trial has been held at Hungry Hill and new sections are at a premium, most of them are variants of sections used before whilst retaining some of the old favourites such as Hungry Hill itself which is always popular with spectators.

The decision to include an "elite" class to ride a harder route has proved worthwhile with 30 plus riders opting to try their luck.

Also, a healthy entry of over 200 means a step in the right direction.

Apologies to those of you that have experienced difficulties trying to negotiate your way round the new ACU system. We didn't anticipate the problems that this would bring.

Unfortunately, the new system didn't allow the competitors to enter the year of their machines, hence this being missing from the program.

Hopefully by next year the teething problems will be far behind us.

Thanks to everyone who has helped to keep this trial running, let's hope the weather stays kind to us and whether riding or spectating, you all have a good day.

K. Allaway C.O.C

Cover Picture Drawn by Tony Gaines.

Can you recognise who the rider and passenger are?????

No.	First Name	Town	Make	Model	CC
<u>Class 1. Under 300cc</u>					
1	Karen Clarke	Salisbury	BSA	C15	250
2	George Greenland	Salisbury	BSA	C15	250
3	Dave Burroughs	Gravesend	Triumph	TIGER CUB	199
4	John Hawthorne	Reading	Triumph	Cub	270
5	Trevor Town	Sittingbourne	Triumph	Tiger cub	200
6	Andrew Baker	Maldon	Mv agusta	RS	150
7	Nicola Clarke	Chatham	BSA	C11G	250
8	Bob Clarke	Wymondham	BSA	c15	250
9	Stuart Littler	Tonbridge	Triumph	Tiger cub	198
10	James Bunton	Edenbridge	Triumph	Tiger cub	199
11	Paul Stephen	Gillingham	Triumph	Cub	200
12	James Cammack	Bures	Triumph	Tiger Cub	200
13	Craig Crowfoot	Stowmarket	Royal Enfield	Crusader	250
14	Jonathan Hawthorne	London	Triumph	Tiger Cub	199
15	Steve Grinter	Taunton	Royal Enfield	Crusader	250
16	Robert Hampton	Southampton	Royal Enfield	Crusader	250
17	James Coker	Edenbridge	Triumph	Tiger cub	199
18	Daniel Campling	Fleet	Triumph	Tiger Cub	200
19	Nick Hunt	Newton Abbot	BSA	c15	280
20	Samuel Pocock	Edenbridge	Triumph	Tiger cub	200
21	Matthew Sleep	Bransgore	BSA	C15	250
22	David Beckett	Ledbury	Triumph	Tiger cub	218
23	Neil Osman	Wallingford	BSA	C15	250
24	Gary Shaw	Chesterfield	Mv agusta	Trials	201
<u>Class 2. Over 300cc - no rear suspension</u>					
26	Ian Hayward	Guildford	AJS	16C	350
27	Ian Leyshon	Bristol	Matchless	3glc	350
28	Nathan Morton	Braintree	Ariel	Wng	500
29	Leslie Starrs	Basingstoke	Ariel	HT5	500
30	Darrel Glover	Attleborough	Douglas	Trial Comp	350
31	Jonathan Henderson	Aldershot	AJS	16MC	348
32	Rob Cameron	West Kingsdown	Norton	50	407
33	Julian Wade	Chesham	BSA	ZB32 Goldstar	348
34	Neil Fraser	Wisbech	AJS	16m	350
35	Stephen Scott	Farnham	Triumph	Trw	500
36	Steven Allen	Dursley	matchless	G3LC	350
37	Benjamin Wear	Stroud	Ajs rigid	1949	350
<u>Class3. Over 300cc - with rear suspension</u>					
39	Andy Webbe	Blidworth	Triumph	TRW	500
40	Duncan Shaw	Cheltenham	AJS	16C	350
41	Andrew Stevens	Bury St. Edmunds	Royal Enfield	Bullet	350
42	Robert Hartwell	Salisbury	Matchless	G3lc	410
43	Trevor Baker	Sudbury	Matchless	G3c	410
44	Graham Gent	Nottingham	BSA	B40	350
45	Bradley Woods	Harwich	BSA	B40	350
46	Jeremy Saffin	Redcar	Triumph	Twin	350
47	Michael Jarrett	Ringwood	BSA	B40	350

48	Robert Rout	Tunbridge Wells	Royal Enfield	Bullet	500
49	Stephen Jones	Wallingford	Norton/Ariel	es2	500
50	Matthew Jagger	Sittingbourne	Royal Enfield	Bullet	350
51	Jim Ashford	Newton Abbot	Triumph	Twin	500
52	Anthony Rew	Newton Abbot	Triumph	pre unit	500
53	Martin Lillywhite	Chard	Ariel	Ht	350
54	Geoff Cornes	Ashford	Matchless	g80c	500
55	Michael Smallshaw	Ferndown	BSA	B40	350
56	Barry Stephens	Taunton	BSA	B40	350
57	Jes Flower	Leicester	AJS	16C	350
58	John Winstanley	Chorley	Ariel	ht5	498
59	Graham Baylis	Gillingham	Triumph	3ta	350
60	Roger Higgs	Rayleigh	Ariel	HT5	500
61	Mark Baldock	Ashford	Ariel	HT	350
62	Colin Allsop	Bordon	Ariel	HT5	500
63	Graham Barton	Hook	Ariel	HT5	500
64	Mark Ward	Farnborough	Matchless	G3C	410
65	Paul Thomas	Buckley	AJS	16c	350
66	Nigel Turner	Christchurch	Trigreeves	24MDS	500
67	Gary Fleckney	Bedford	Ariel	HT5	500
68	Graham Hutcheson	Tadley	Ariel	HT	497
69	Paul Edwards	Ashford	Grant Ariel	HT	500
70	Paul Norman	Carlisle	AJS	Trials	500
71	Neil Clarke	Salisbury	Ariel	HT5	500
72	Andrew Bamford	Fleet	AJS	16mc	500
73	Mark Spencer	Leicester	velocette	mac	350
74	Ian Wakeford	Havant	Tribsa	T100sc	500
75	Robert Hill	Cheddar	Ariel	ht5	500
76	Elliot Ryan	King's Lynn	BSA	b40	350
77	Gary Marchant	Saffron Walden	Enfield	Bullet	440
78	John Miles	Bournemouth	Triumph	5ta	500
79	John Byers	Consett	Ariel	Trials	490
80	Max Monk	Dereham	Triumph	5TA	500
81	Neil Langworthy	Newton Abbot	Matchless	G80	500
82	Douglas Mummary	Ashford	Norial	500T	500
83	James Bannister	Slough	Ariel	HT5	500
84	Andrew Prill	Hedingham	Ariel	HT500	497
85	Neil Sinden	Romney Marsh	Ariel	HT	500
86	Nick Wooley	Bishops Castle	ARIEL	HT	500
87	David Hickman	Bordon	BSA	B40	350
88	Peter Platel	Farnborough	AJS	16c	410
89	Marc Green	Farnham	Triumph	wasp 350	350
90	Mathew Duff	Wigan	Triumph	Twin	350
91	Mike Newman	Stroud	Velocette	Barvel	350
92	Richard Mumford	South Brent	TRIUMPH	DRAYTON	350
93	Damian Morey	Chorley	Velocette	Mac	349
94	Keith Goodwin	Chorley	Triumph	tiger cub	200

Class 4. Open Class – Challenging Blue route

96	Mark Gaskell	Tarporley	Drayton Triumph	Twin	350
97	Billy Bishop	Rushden	Ariel	HT500	500
98	Josun Cole	Dereham	Ariel	HT5	500
99	Geoffrey Herbert	Southampton	Ariel	HT	500
100	Ronnie Day	Hertford	BSA	C15	250
101	Stephen Howard	Stowmarket	BSA	C15	250
102	Charlie Tindle	Christchurch	BSA	B40	350
103	Kevin Hood	Ipswich	Royal Enfield	Bullet	346
104	Matthew Neale	Eye	Ariel	HT	500
105	Mark Newman	Wigan	Ariel	Ht5	500
106	Antony Martin	Pevensey	Triumph	drayton twin	350
107	Tom Frearson	Godalming	Triumph	Twin	350
108	Joe Butcher	Longfield	Noriel	500	500
109	Kevin Ellis	Oswestry	BSA	Goldstar	350
110	Stephen Clements	London	Triumph	3TA	350
111	Duncan Messenger	Cheltenham	Triumph	Cotswold	250
112	Darren Walker	Alfreton	AJS	16c	410
113	Jonathan Bannister	Slough	Ariel	HT5	500
114	Jack Frearson	Farnborough	AJS	Rigid	410
115	Philip Wiffen	Farnborough	Matchless	G3c	350
116	Gary Baker	Maldon	Triumph	Tiger cub	230
117	Leon Cole	Dereham	BSA	B40	441
118	Daniel Carter	Ipswich	Ariel	ht	500
119	Ian Peberdy	Basingstoke	Triumph	3ta	400
120	Michael Clarke	Leeds	ARIEL	ht 5	500
121	Colin Ridgway	Wellingborough	Royal enfield	Bullit	350
122	Alex Penrice	Fleet	Triumph	Drayton Twin	500
123	Mark Watmore	Sunbury-on-Thames	Triumph	cub	250
124	Martin Gilbert	South Brent	Triumph twin	Trials	350
125	Kevin Bint	Reading	Triumph	3ta	350
126	Clive Dopson	Norwich	Norton	500T	490
127	Chris Collins	Attleborough	Ariel	Ht5	500
128	Richard Allen	Rushden	mv agusta	190	190
129	Sam Phypers	Ware	Triumph	3TA	350
130	William Rhodes	Ipswich	BSA	B40	351
131	Shane Stalker	Yateley	BSA	C15	250
132	Thomas McCabe	Farnham	AJS	16c	380
133	Neil Bowker	Guildford	BSA	C15	250
134	John Dismore	Farnham	Triumph	Tiger Cub	200
135	Luke Hora	Thatcham	Triumph	5TA	500
136	Daniel Beaven	Steyning	Matchless	58/16mcs	410

Class 5. Solo Girder Fork machines

138	Ian Watkins	East Grinstead	Royal Enfield	G2	350
139	Ivan Haskell	Christchurch	Ariel	Red hunter	350
140	Paul Balmain	Wareham	Ariel	Colt	250
141	Adrian Mountain	Blackwater	Triumph	3HW1	350
142	Andy Glading	Ramsden	BSA	Empire Star	249
143	Dave Blanchard	Rye	Triumph	Tiger 70	250

Class 6. Solo Clubman Class

145	Jem Rowe	Farnham	Triumph	Wasp	400
146	David Chapman	Carnforth	Ducati	Monza	250
147	Bryan Harrison	Chorley	BSA	C15	250
148	Mark Cross	Huntingdon	Triumph	Hardy t90	350
149	Ian Cooper	Leicester	Ariel	HT500	500
150	Timothy James	Devizes	AJS	16MS	350
151	James Hough	Wrexham	Triumph	3TA	350
152	Jon Leeke	Ely	BSA	B40	350
153	Andy Withers	Southampton	BSA	Wasp B40	350
154	Robert Cox	Maidstone	Panther	Stroud	350
155	Jonathan Bransbury	Steyning	AJS	16C	350
156	Jason Colein	New Milton	Royal Enfield	Bullet	350
157	Chris Bunce	Fleet	AJS	Model 16	350
158	Chris Judd	Reading	Triumph	T100	500
159	Nigel Hough	Leicester	AJS	Trials	350
160	Barry Wise	Tonbridge	AJS	G3LS	350
161	David Garner	Ashford	BSA	C15	250
162	Joss Creed	Hodnet	Ariel	vb	600
163	Adrian Soanes	Camberley	BSA	b32	350
164	Geoffrey Cousins	Huntingdon	Matchless	G3LC	350
165	Stephen Broadbent	Alton	Royal enfield	bullet	350
166	Mick Clarkson	Rushden	Triumph	Cub	199
167	Paul Chalwin	Tadley	BSA	B40	350
168	Gary Mitchem	Milton Keynes	Matchless	G3C	410
169	Ross Muncer	Woking	AJS	16MS	350
170	Trevor Newell	Christchurch	Royal enfield	Bullet	450
171	Geoffrey Parker	Southampton	Royal enfield	350	350
172	Clayton Rowson	Bishops Castle	Ariel	Ht	500
173	Christopher Allen	Fleet	BSA	B32	350
174	James Oppen	Trowbridge	Triumph	3TA	350
175	Neil Radford	Taunton	Triumph	cub	200
176	John Denham	Southampton	Matchless	G3	350
177	Paul Denham	Southampton	BSA	B40	350
178	Archie Morris	Esher	BSA	B34	500

Class 7. Rider 65 years or over

180	Arthur Frearson	Godalming	BSA	C15	320
181	Graham Howes	Didcot	BSA	BB32A	405
182	Brian Cook	Manningtree	BSA	C15	250
183	Vivian Stephens	Dulverton	BSA	B40	350
184	Carl Kiddle	Little Marlow	AJS	16c	350
185	David White	Pontefract	Ariel	HT5	500
186	Paul Farley	Brecon	AJS	16M	410
187	John Adams	Bradford-on-Avon	Triumph	3TA	350
188	Alan Shorter	Canterbury	AJS	16m	350
189	Ian Ballard	Basingstoke	Triumph Otter	5ta	500
190	David Wiffen	Farnborough	Matchless	G3	410
191	Richard Tree	Ashford	AJS	16c	410
192	Philip Jones	Wimborne	BSA	C15	285

193	Graham Jones	Salisbury		Ariel	Ht3	350
194	Graham Braybrook	Sudbury		Royal Enfield	Crusader	246
195	Martin Hayward	Thatcham		Triumph	3TA	350
196	Paul Thomas	Battle		Ariel	HT5	500
198	Michael Palfrey	Bridgwater		BSA	Drayton C15	250
199	Stephen Wagstaff	Salisbury		BSA	C15	250
200	John Bull	Peterborough		MV Agusta	GT	150
201	Michael Baldock	Ashford		BSA	C15	250
202	Peter Lockwood	Stockport		Triumph	Cub	199
203	John Eckhart	Marlow		Triumph	Trophy	500
205	John Bartram	Spalding		Ariel	HT3	350
206	Peter Collins	Quedgeley		AJS	14m	350
207	Nigel Townsend	Stroud		AJS	Rigid	410
208	Henry Tindell	Cheadle		BSA	C15	250
209	Roger Ashby	Marlow		Matchless	G3c	350
210	Jim Gray	Salisbury		Ariel rigid	HT	500
211	Brian Ayres	Langport		BSA	ZB332	350

Class 8. Sidecars

213	Alan Clarke / Aidan Bowker	Chatham		AMC	G18	500
214	Julian Plumb / Stuart Alderson	Colchester		Ariel	ht5	500
215	Karl Jarvis / Robert Chapman	Fleet		Triumph	T	500
216	Kevin Nolan / Harvey Allaway	Bordon		Triumph	5TA	500
217	Mark Kemp / Fiona Kemp	Port Erin		Ariel	HT5	500
218	Mick Treagus / Steve Gould	Machynlleth		Matchless	M18CS	500
219	Neil Hannam / Deborah Smith	Cinderford		Ariel		500
220	Paul Fishlock / Debbie Merrell	Cranleigh		Ariel	HT5	500
221	Paul Randall / Harry Martin	Tonbridge		Triumph	Matisse	500
222	Robert Head / Luke Reynolds	Rochester		BSA	441	500
223	Ryan Eamer / Claire Tooth	Tetbury		BSA	B44	460
224	Sean Cuckow / Paul Cuckow	Rainham		Matchless	G80 Cheyney	600
225	Heath Dando / Judith Waldron	Doncaster		BSA	B44	350
226	Michael Gillingham / Frank Hinc	Knighton		Ariel	HT5	500
227	Jake Pope / Luke Thomas	Burgess Hill		Triumph	550	550
228	Chris Etheridge / Harvey Etheridge-Luxford	Romney Marsh		Triumph	1964	410

WE WOULD LIKE TO TAKE THIS OPPORTUNITY TO EXPRESS OUR THANKS TO MARC GREEN.

HE HAS BATTLED THROUGH THE VERY FRUSTRATING AND CONFUSING NEW ACU SYSTEM.

HE HAS HELPED OFFICIALS AND COMPETITORS. WE ALL REALLY APPRECIATE ALL THE TIME AND HELP HE HAS GIVEN.

Online Entry - It seemed like a good idea at the time.....

The Talmag 4 stroke trial has to me, always been about the sights, sounds and smells of old bikes, being ridden as intended, up the climbs of Hungry Hill. Some very shiny ones, some not so much, but the important thing was the continuation of this much-loved sport on these brilliant old machines.

For as long as can be remembered, the huge task of manually collating the 200 plus entries, and the Cheque payments etc in the run up to the trial, required dedicated volunteers to give up lots of precious time.

In more recent times, with the introduction of website entry options being available, it was still felt that having to fumble about for the long-lost cheque book in early November, so you could post your handwritten entry form in time for the close date before Christmas was actually part of the Talmag nostalgia.

The reality is though, with riders, more used to entering events a couple of weeks prior, and not having seen a cheque book for years, the need to maybe move with the times was discussed, and for 2023, We should make the paperwork side of things easier for everyone, and join the many Trials with Online Entry, whilst keeping the Day itself, as special as it's always been.

Fast forward to late 2023, and we discover that The Auto Cycle Union, (The ACU is a governing body covering all forms of motorcycle sport in the UK, with over 550 clubs organising over 3000 events annually) announces a new version of their website, for events after 1st January 2023.

As such The Talmag becomes, without knowing, Guinea Pigs, in what seems to be a very rushed, and poorly executed job. There seems to have been a lack of testing or "real world scenario" planning on this new system, that has caused anger, frustration and issues for both riders and event organisers.

The reality is that we did get over 200 entries through the online system, and the ease at which that data can be licence checked & turned into, the rider list for this program, the sign on sheets, results sheets and much more is brilliant. We will even email everyone a link to the results. Combine that with the ability to have a later closing date, and no Cheques to be banked and we should be laughing.

It has however come at an emotional cost, we still have to run a second system for those that the new portal would not work for at all. We feel the pain and fury of all those that battled through to get their entry done, despite the lack of help from an overwhelmed ACU support team. For this effort we thank you.

Apologies if it caused you irritation, we changed with the best of intentions. My hope is that feedback from us, and others, will be acted upon, and next year it will be sorted, but let's see.

Explanation done, Rant over. Enjoy the day.

Marc Green.

NEIL'S OBITUARY

It is with great sadness I am writing this due to the passing of Neil Sinclair who sadly lost his battle with cancer in September. I often spoke to Neil over the phone and at events through this period and he was always upbeat and positive about the future. He also observed at the TALMAG and he will be greatly missed by myself and the rest of the TALMAG committee

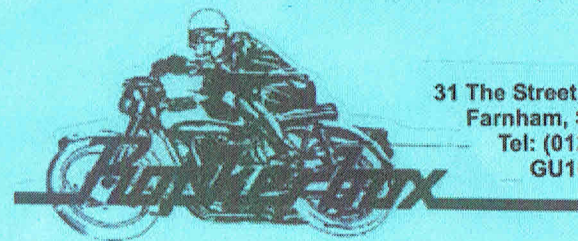
Neil was a lifelong trials rider starting at the age of 10 years, he was a member of the Sunbeam Club for many years being the Secretary of the Meeting for the Southern Experts and The Greybeards Trial he was also involved in the Pioneer Run he also helped us by corresponding with Land Marc so we could hold the TALMAG Trial on Hungry Hill.

Neil will be greatly missed by us all and we send our condolences to his wife and family.

I would also like to mention the passing of Rupert Kemp who sadly died a Few months ago, he was an active member of the Thames Club and observed at the TALMAG for many years.

Ian Allaway

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