

Talmag Trophy Trial

Territorial Army (London) Motorcycling Club

£2



The Observers !

Hungry Hill, Aldershot

Permit no. A.C.U 202060 28th January 2024

At Weavers Down one rather chilly afternoon in late January, a group of people stood in a huddle discussing the highs and lows of the Trial which had just finished. The route and section markings had all been cleared away, the rubbish put to one side and most of the cars gone home – yes, another Talmag Trial had ended.

“Right” said John Allaway, “we need a Secretary of the Meeting for next years’ Trial.” A long silence ensued with all eyes firmly on the ground and feet shuffling awkwardly. “How hard can it be?” thought someone, “after all, it’s only a matter of typing a list of names and numbers. Both the children are now at school, I’m sure I could manage to do that.” And so I volunteered!! That was about 1970 and I have been ‘typing a list of names and numbers’ ever since. There have been moments when I’ve thought “Never again” and other times when the phrase ‘never volunteer’ has sprung to mind, but after 53 or so years it has almost become a way of life.

How things have changed during this time. When I started off on my journey, the first thing to do once the permit number had been obtained was to type out the Regs. Not as simple as you might think – firstly I had to borrow a ‘long carriage’ typewriter from John Allaway – which was so heavy it nearly gave us both a hernia carrying it up a flight of stairs to my front door – then I had to work out not only how to type but also how to set the typewriter to ‘cut the stencil’. Stencils were thin waxed sheets of paper (with a backing sheet) which were inserted into the typewriter and were then ‘cut’ by the keys as the letters were typed. Correction fluid (Tippex for stencils) was available in fairly large containers to paint over mistakes before re-typing. When I first started some sheets looked as if they had a severe case of chickenpox!! Then it was off to see Alan Banfield who had the Gestetner duplicating machine. That was a messy and noisy job – firstly a pile of plain paper was stacked on the paper carrier, then black ink was squeezed into the machine, the stencil inserted, minor adjustments made and then the printing began. We probably ‘ran off’ about 150 sheets to start and then the stencil was hung up on a line in Alan’s kitchen in case we needed to use it again. The same procedure was used for programme printing and Alan’s kitchen became festooned with used stencils hanging on the line ‘in case’ of need.

An evening was then set aside and four of us sat around the dining room table collating the programme pages, stapling them together and putting them in the envelopes ready for posting. It was a quick scamper around the neighbourhood the next day to fill up all the pillar boxes and then keeping a low profile when the postman delivered all the entries. “Oh, it’s that time of year again, is it?” was usually the comment. Fortunately, he was very good natured!!

Results, under the watchful scrutiny of Vic and Milly Allen, were transcribed by hand from the Observer cards onto huge A1 size sheets of paper, scores added up, winners and runners-up decided and the provisional results telephoned to Ralph Venables and other members of the Press hopefully before 10.00pm. Next day, armed with the A1 master results sheets, out came yet more stencils, more correcting fluid and more huffing and puffing until eventually it was time to give Alan B a call to say the results were ready for printing. Same procedure as for the programme, more bunting in the kitchen and all local pillar boxes filled to capacity once more.

This went on for years until David Betteridge acquired a computer and I eventually acquired a Commodore 64. Things then gradually changed. Instead of typing a stencil, I progressed to ‘normal’ typing on paper and eventually ditched the typewriter for the word processor. David arranged for his local printer to produce the programmes so now all we had to do was put them in the envelopes and post them (simples eh?!!!), but we continued to use the Gestetner to print the results. In the fullness of time David mastered a computer programme which enabled us to input individual scores directly onto his computer and then print out a master copy of the results. A quick trip to ProntaPrint, Kall Kwik or some other High Street photocopying shop the following Saturday ensured that everyone had their results posted to them as soon as possible. Nowadays master results sheets are uploaded and on the website within 24 hours.

Thanks to technology, life as the S.O.M. has definitely got easier over the years. After each Trial, up to and including 2022, the regs and programme details were stored on a floppy disc – remember them? Once the permit was granted for the following year, everything was good to go and the detailed list of the previous year’s ‘runners and riders’ was used as a template. It may have been a bit long-winded, but I knew what I was doing (or thought I did).

Today, entries are made online so there is no longer the familiar ‘thud’ of the entry envelopes hitting the doormat, the subsequent sorting out of cheques, the writing of lists and the daily updating of details on the computer. It gave a sense of continuity - that Christmas and therefore Talmag was just around the corner. It’s a strange feeling of emptiness now, particularly after 53 or so years, and one almost feels like a spare part. But that’s the price of progress.

Change is inevitable but as one grows older it is sometimes quite hard to adapt to the modern way of life, but adapt we must. We are almost a quarter of the way through the 21st century and it’s time now for Talmag to join in the technological revolution. Stencils, correction fluid and Gestetner machines are now all part of history as are floppy discs, postal orders and cheques for entry fees. Now the way forward is online.

I really have enjoyed my time thus far as Secretary of the Meeting, trying to cope with the myriad of questions fired at me (some logical and some distinctly weird), and I hope I have given you a little insight into what went on behind the scenes - from my perspective - to get the Talmag Trophy Trial up and running throughout the years.

A big thank you to everyone who has helped me muddle through – you are too numerous to mention and sadly some are no longer with us – but I genuinely could not have managed without you. So, thanks again and enjoy the 2024 Talmag Trophy Trial

Pat (Secretary of the meeting)

Cover picture by Tony Gaines highlighting the unsung heroes of the trial.

TALMAG TROPHY TRIAL
TERRITORIAL ARMY (LONDON) MOTOR CYCLING CLUB

Open to Four Stroke Machines only

Start Time 9.30am

SUNDAY JANUARY 28th 2024 Permit ACU202060

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	C. Allaway : J. Allaway : N Bruton: R. Bruton
Back Marker	A. Connelly: J. Langdon
D.R. Observer Cards	H. Moore
Observers	B.Haynes: T. Gaines: D.Tickner: D. Mills: J. Bleddyn I. Todd : T. Waller: D. Neaverson :B. Brockman: P.Stevens T. Gaines: M. Hirst: K.Millard: A.Cole: 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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[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.

Rider no.	First Name	Last Name	Town	Make	Model	Capacity cc
Class 1 - Under 300cc Machines						
1	Michael	Baldock	Ashford	BSA	C15	250
2	Andrew	Bamford	Fleet	BSA	C15	250
3	Graham	Baylis	Gillingham	Triumph	Tiger Cub	200
4	David	Beckett	Ledbury	Triumph	Cub	218
5	James	Bunton	Edenbridge	Triumph	Cub	199
6	Dave	Burroughs	Gravesend	Triumph	Comerfords Cub	200
7	James	Cammack	Bures	Triumph	Tiger Cub	200
8	Daniel	Campling	Fleet	Triumph	Tiger Cub	200
9	Nicola	Clarke	Chatham	BSA	C11G	250
10	Craig	Crowfoot	Stowmarket	Royal Enfield	Crusader	250
11	Jon	Cull	Chippenham	BSA	C15	264
12	Hamish	Eadie	Colchester	Triumph	Cub	199
13	Jes	Flower	Leicester	BSA	C15	277
14	David	Garner	Ashford	BSA	C15	250
15	Steve	Grinter	Taunton	Royal Enfield	Crusader	250
16	Robert	Hampton	Southampton	Royal Enfield	Crusader	250
17	Bryan	Harrison	Chorley	Triumph	Cub	220
18	Nicholas	Hunt	Newton Abbot	BSA	C15	250
19	Daniel	Lewis	Hosworthy	BSA	C15	300
20	Stuart	Little	Tonbridge	Triumph	Cub	198
21	Alan	Lucas	Dereham	BSA	C15	250
22	Samuel	Pocock	Edenbridge	Triumph	Tiger cub	200
23	Michael	Smallshaw	Ferndown	BSA	C15	262
24	Mark	Spencer	Leicester	Triumph	Cub	200
25	Elliott	Tickner	Walton-on-Thames	Triumph	Tiger Cub	220
26	Charles	Worsfold	Lewes	Ducati	Monza	160
Class 2 - Over 300cc Machines - Without Rear Suspension						
27	Steven	Allen	Dursley	Matchless	G3LC	350
28	Jonathan	Bannister	Slough	Matchless	G3	350
29	Rob	Cameron	West Kingsdown	Norton	50	407
30	Neil	Fraser	Wisbech	AJS	16	350
31	Arthur	Frearson	Godalming	AJS	Trials	410
32	Darrel	Glover	Attleborough	Douglas	Comp	350
33	Jerry	Hawker	Frodsham	Ariel	Model 18	500
34	Ian	Hayward	Guildford	AJS	16c	350
35	Jonathan	Henderson	Aldershot	AJS	16 MC	348
36	Dave	Hewlett	Newton Abbot	Matchless	G3	350
37	Steven	Higgins	Maidstone	Vincent	Comet	500
38	Stephen	Scott	Farnham	Triumph	TRW	500
39	Duncan	Shaw	Cheltenham	AJS	18C	499
40	Julian	Wade	Chesham	BSA	ZB32 Goldstar	348
41	Benjamin	Wear	Stroud	AJS	16c	350
42	Mark	Worsfold	Lewes	Triumph	TRW	500
Class 3 - Over 300cc Machines - With Rear Suspension						
43	Graham	Brown	Rochester	Triumph	Cub	200
44	Mark	Aldridge	Godmanchester	BSA	B40	350
45	Colin	Allsop	Bordon	Ariel	HT5	500
46	Jim	Ashford	Newton Abbot	Triumph	Twin	500
47	Trevor	Baker	Sudbury	Matchless	G3c	410

48	James	Bannister	Slough	Ariel	HT5	500
49	Graham	Barton	Hook	Ariel	HT5	500
50	Timothy	Bell	Northallerton	Matchless	Karlson Special	353
51	Alan	Brown	Tunbridge Wells	Triumph	Twin	400
52	Bob	Clarke	Wymondham	BSA	B40	350
53	Michael	Clarke	Leeds	Ariel	HT	430
54	Neil	Clarke	Salisbury	Ariel	HT5	500
55	Geoff	Cornes	Ashford	Matchless	G80c	500
56	Gary	Fleckney	Bedford	Ariel	HT5	500
57	Ashley	Gardner	Isle of Man	BSA	B40	343
58	Ian	George	Aldershot	Triumph	400Twin	400
59	Martin	Gilbert	South Brent	Triumph	Twin	350
60	John	Halfpenny	Cambridge	BSA	B40	350
61	John	Hawthorne	Reading	AJS	Trials Competition	350
62	Jonathan	Hawthorne	London	AJS	500 Trials	500
63	Roger	Higgs	Rayleigh	Ariel	HT5	500
64	Robert	Hill	Cheddar	Ariel	HT5	500
65	Matthew	Jagger	Sittingbourne	Royal Enfield	Bullet	346
66	Michael	Jarrett	Ringwood	BSA	B40	350
67	Neil	Langworthy	Newton Abbot	Matchless	G80	410
68	John	Lea	Norwich	Royal Enfield	Bullet	500
69	Martin	Lillywhite	Chard	Ariel	Red Hunter	350
70	John	Miles	Bournemouth	Triumph	5TA	500
71	Douglas	Mummery	Ashford	Norial	500T	500
72	James	Oppen	Tonbridge	Triumph	3TA	350
73	Neil	Osman	Wallingford	Royal Enfield	Bullet	350
74	Andrew	Prill	Halstead	Ariel	HT500	500
75	Anthony	Rew	Newton Abbot	Triumph	Pre Unit	500
76	Richard	Rogers	Colchester	Triumph	500	500
77	Robert	Rout	Tunbridge Wells	Royal Enfield	Bullet	500
78	Elliot	Ryan	King's Lynn	BSA	B40	350
79	Jeremy	Saffin	Redcar	Triumph	3TA	350
80	Simon	Shaw	Chinnor	Royal Enfield	Bullet 350	350
81	Simon	Smith	new milton	Triumph	Drayton	350
82	Richard	Snowden	Norwich	Ariel		350
83	Andrew	Stevens	Bury St. Edmunds	Royal Enfield	Bullet	350
84	Joseph	Stollery	Saxmundham	Royal Enfield	Bullet	350
85	Anthony	Talbot	Ashford	Matchless	G3	410
86	Reece	Talbot	Ashford	Triumph	Drayton	350
87	Andrew	Wade	Shifnal	AJS	16	350
88	Mark	Ward	Farnborough	Triumph	T100	400
89	Ian	Watkins	East Grinstead	Matchless	G3	350
90	John	Winstanley	Chorley	Ariel	HT5	498
91	Bradley	Woods	Harwich	BSA	B40	350
92	Nicolas	Woolley	Bishops Castle	Ariel	HT	500
93	Roger	Wynn	Alton	Triumph	3TA	350
94	Marc	Green	Farnham	Triumph	Wasp	350
95	David	Hickman	Bordon	BSA	Otter B40	350
96	Peter	Platel	Farnborough	AJS	AJS	350
97	Mathew	Duff	Wigan	BSA	B40	350
98	Mark	Gaskell	Tarporley	Triumph	350 Twin	350
99	Mark	Newman	Wigan	Ariel	HT5	500

100	Stuart	Young	Woking	Velocette	MAC	350
101	Darren	Phypers	Ware	Triumph	3TA	350
Class 4 - Open Class - Challenging Blue Route						
102	Gary	Baker	Maldon	Triumph	Tiger cub	230
103	Martin	Alderman	Huntingdon	BSA	B40	350
104	Mark	Baldock	Ashford	Ariel	HT	350
105	Daniel	Beaven	Steyning	Matchless	58/16mcs	410
106	Kevin	Bint	Reading	Triumph	3ta	350
107	Billy	Bishop	Rushden	Ariel	HT	500
108	Tim	Blackmore	Uxbridge	Triumph	Cub	200
109	Joe	Butcher	Longfield	Norton	Model 50	500
110	Daniel	Carter	Ipswich	Ariel	Ht	500
111	Chris	Collins	Attleborough	Ariel	HT5	500
112	Scott	Dark	Redhill	Triumph	Cub	200
113	Clive	Dopson	Norwich	Norton	500T	490
114	Tom	Frearson	Godalming	BSA	C15	327
115	Chris	Haigh	Huddersfield	Velocette	MAC	350
116	Geoffrey	Herbert	Southampton	Ariel	Ht	500
117	Kevin	Hood	Ipswich	Royal Enfield	Bullet	346
118	Anthony	Martin	Pevensey	Triumph	Hardy Twin	500
119	Thomas	McCabe	Farnham	AJS	16c	350
120	Matthew	Neale	Eye	Ariel	HT500	500
121	William	Rhodes	Ipswich	BSA	B40	350
122	Shane	Stalker	Yateley	Triumph	Drayton	500
123	Charlie	Tindle	Christchurch	AJS	16c	410
124	Darren	Walker	Alfreton	AJS	n/a	410
125	Paul	Whitehead	Colchester	Triumph 500	5TA	500
126	Philip	Wiffen	Farnborough	Matchless	G3 c	400
Class 5 - Girder Fork Machines						
127	Paul	Balmain	Wareham	Ariel	1929 Colt	250
128	Dave	Blanchard	Rye	Triumph	Tiger70	250
129	Andrew	Glading	Chipping Norton	BSA	Empire Star	249
130	Ivan	Haskell	Christchurch	Ariel	MF	350
Class 6 - Clubman Class						
131	Jem	Rowe	Farnham	Triumph	Wasp	400
132	Alan	Dyson	Wigan	Ariel	ht	350
133	Jonathan	Bransbury	Steyning	AJS	16C	350
134	Stephen	Broadbent	Alton	Royal Enfield	O	350
135	Lee	Bruton	Fareham	Ariel	Ht	500
TRIUMPH						
136	Paul	Chalwin	Tadley	OTTER	3TA	500
137	David	Chapman	Carnforth	Triumph	Tiger Cub	200
138	George	Greenland	Salisbury	Wasp	C15	250
139	Karen	Clarke	Salisbury	BSA	Bantam	185
140	Jason	Colein	New Milton	Royal Enfield	Bullet	350
141	Geoffrey	Cousins	Huntingdon	Matchless	G3LC	350
142	Robert	Cox	Maidstone	Panther	Stroud	350
143	Mark	Cross	Huntingdon	Triumph	Hardy T90	350
144	Paul	Farley	Brecon	AJS	16M	410
145	Keith	Goodwin	Chorley	Triumph	3TA	350
146	Steve	Hammond	Stowmarket	Otter BSA	B40	350
147	Garry	Higgs	Tonbridge	AJS	16C	350

148	Paul	Houghton	Norwich	Triumph	1961 Tiger Cub	199
149	Glen	Hutchins	Tadley	BSA	B40	350
150	Timothy	James	Devizes	AJS	16MS	350
151	Chris	Judd	Reading	Triumph	T100	500
152	Richard	Feast	ELY	Royal Enfield	Bullet	350
153	Peter	Bush	Cambridge	BSA	B40	350
154	Jon	Leeke	Ely	BSA	B40	350
155	Raymond	Barrett	Rugby	Royal enfield	Bullet	350
156	John	Dove	Rugby	Royal Enfield	G2 Bullet	350
157	Matthew	Little	Southam	Ariel	VCH	499
158	Peter	Lockwood	Stockport	Triumph	Cub	199
159	Gary	Mitchem	Milton Keynes	Matchless	G3C	410
160	Damian	Morey	Chorley	Velocette	Mac	350
161	Archie	Morris	Esher	BSA	ZB34	500
162	Ross	Muncer	Woking	AJS	16MS	350
163	Trevor	Newell	Christchurch	Royal enfield	Bullet	450
164	Daniel	Orr	New Milton	BSA	B40	350
165	Neil	Radford	Taunton	triumph	Cub	200
166	William	Smith	Rochester	Triumph	Cub	200
167	Adrian	Soanes	Camberley	BSA	B32	350
168	Stephen	Stolady	North Walsham	Triumph	Tiger Cub	200
169	Paul	Thomas	Battle	ARIEL	HT5	500
170	Nigel	Turner	Christchurch	Triumph	Tiger Cub	200
171	Simon	Ward	Lyndhurst	Matchless	G3C	410
172	Barry	Wise	Tonbridge	AJS	G3LS	350
Class 7 - Rider 65 Years or Over						
173	John	Adams	Bradford-on-Avon	Triumph	3TA	350
174	Vic	Allan	Tolworth	MV Augusta	TR	175
175	Brian	Ayres	Langport	BSA	ZB332	350
176	Ian	Ballard	Basingstoke	BSA Otter	B40	340
177	James	Brookman	Chertsey	Triumph	T90	350
178	John	Bull	Peterborough	MV Augusta	TR	190
179	Chris	Bunce	Fleet	AJS	Model 16	350
180	Peter	Collins	Gloucester	ajs	16m	350
181	John	Eckhart	Marlow	Triumph	Trophy	500
182	Jim	Gray	Salisbury	Ariel	1948 Rigid	500
183	Martin	Hayward	Thatcham	Triumph	3TA	350
184	Graham	Howes	Didcot	BSA	BB32A	405
185	Phil	Jones	Wimborne	BSA	Otter	285
186	Martin	Land	Taunton	BSA	B40	350
187	Michael	Orr	Christchurch	BSA	B40	350
188	Michael	Palfrey	Bridgwater	BSA	C15T	250
189	Christopher	Pickup	Milton Keynes	Triumph	Tiger Cub	200
190	Alan	Shorter	Canterbury	AJS	16MC	350
191	Jonathan	Stafford	Ivybridge	BSA	C15	250
192	Leslie	Starrs	Basingstoke	Ariel	HT5	500
193	Stephen	Wagstaff	Salisbury	BSA	C15	250
194	David	White	Pontefract	Ariel	HT5 Short-Stroke	500
195	David	Wiffen	Farnborough	Matchless	G3C	410
196	Andy	Withers	Southampton	BSA	B40 Wasp	343
Class 8 - Sidecars						
197	Bernard	Chambers	Reading	Ariel	Rickman	500

198	Pass. Charlie	Chambers	Reading			
	Andrew	Abraham	Wisbech	Matchless	G3LS	410
	Pass. Richard	Brinsden	Wokingham			
199	Richard	Dando	Pontefract	BSA	Wasp	350
	Pass. Judith	Waldron	Belper			
200	David	Ryan	Kings Lynn	Enfield	Sidecar	440
	Pass. Gary	Marchant	Saffron Walden			
201	James	Coker	Edenbridge	AJS	Sidecar	500
	Pass. Aidan	Bowker	Guildford			
202	Julian	Plumb	Colchester	Ariel	HT5	500
	Pass. Stuart	Alderson	Gillingham			
203	Karl	Jarvis	Fleet	Triumph	5TA	500
	Pass. Robert	Chapman	Braintree			
204	Kevin	Nolan	Bordon	Triumph	T5	500
	Pass. Harvey	Allaway	Farnham			
205	Mark	Kemp	Isle of Man	Ariel	HT5	500
	Pass. Fiona	Kemp	Isle of Man			
206	Paul	Fishlock	Cranleigh	Ariel	HT5	500
	Pass. Adam	Allaway	Alton			
207	Paul	Randall	Tonbridge	Triumph	Sidecar	500
	Pass. Harry	Martin	Tonbridge			
208	Peter	Pesterfield	Petworth	Ariel	1957	500
	Pass. Deborah	Smith	Cheltenham			
209	Robert	Head	Rochester	BSA	441	500
	Pass. Luke	Reynolds	Epsom			
210	Sean	Cuckow	Gillingham	Matchless	G80	600
	Pass. Paul	Cuckow	Gillingham			
211	Josh	Dando	Rotherham	BSA	Victor	440
	Pass. Bethany	Batty	Chesterfield			
212	Stuart	Riches	Malton	BSA	B40	440
	Pass. Richard	Tickner	Walton-on-Thames			
213	Graham	Thomas	Isle of Man	BSA	Victor	441
	Pass.					
214	Benjamin	Crookall	Peel			
	Mick	Treagus	Emsworth	Matchless	18CS	500
	Pass. Daryl	Dale	Horsham			

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.