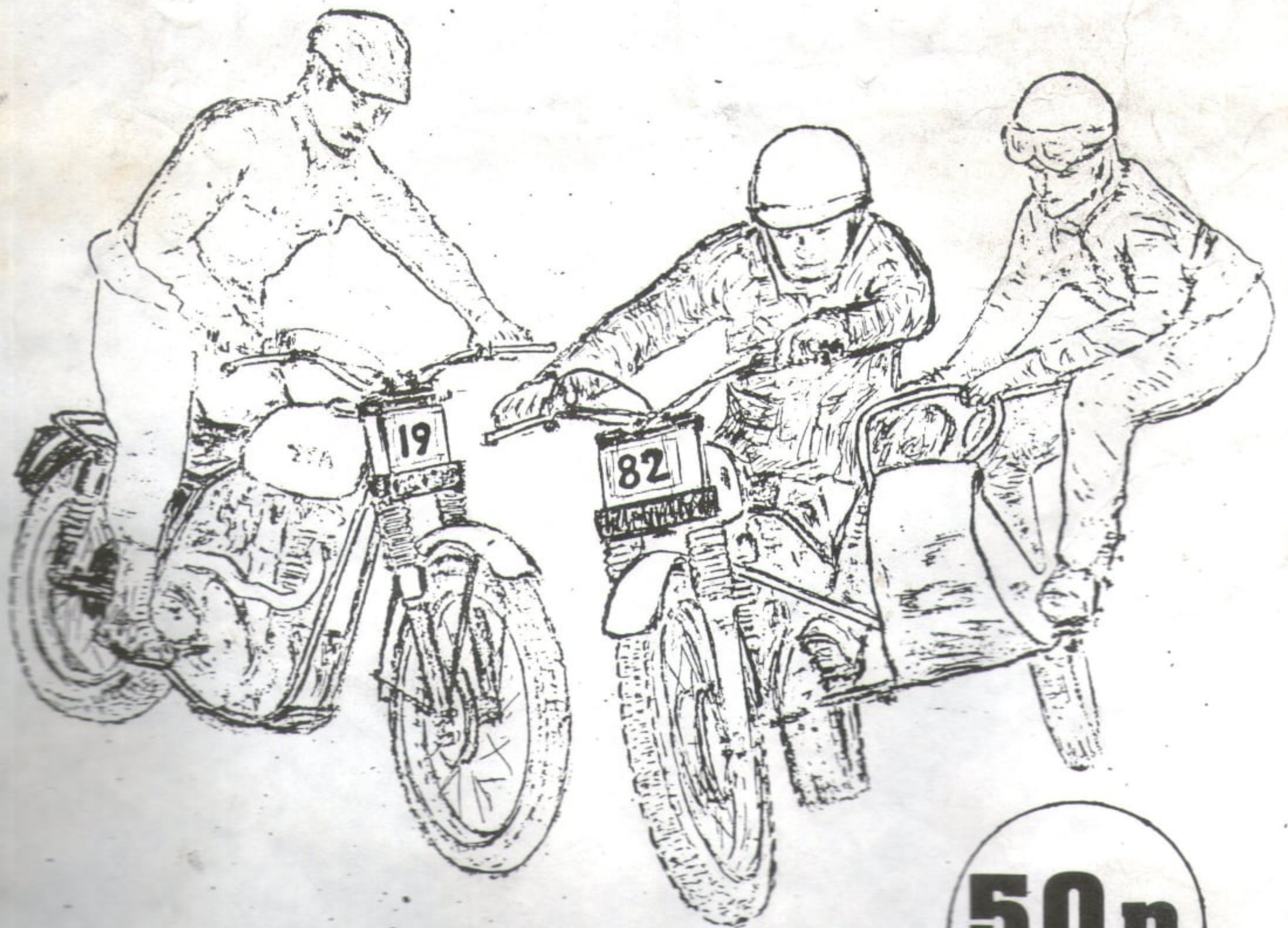


TALMAG TROPHY TRIAL
at Hungry Hill
nr. Aldershot Hants.

24 th. Jan. 1982,
Permit N°Q 019
A four stroke trial of a
classic nature.



50p

TALMAG TROPHY TRIAL
Open to Four Stroke Machines only
Sunday 24th January 1982

START TIME 9.30am

PERMIT NO: Q019

OFFICIALS

A.C.U. STEWARD
CLUB STEWARDS
CLERK OF COURSE
SEC. OF MEETING

R. Blackwell. D. Betteridge
J. E. Allaway
Mrs P. Gaines; 3, Thornbury Court, Church Road, Osterley
Middx. TW7 4PP Tel: 01-568 4836

CHIEF MARSHALL
SPECIAL TEST
STARTER
SIGN ON
CHIEF SCRUTINEER
ASST. SCRUTINEER

K. Stone
T. Gaines
M. Allen
Miss J. Allaway
A. Low
D. Allaway. C. Low

RESULTS
COURSE OPENER
Back MARKER
D.R. OBSERVERS CARDS
CAR PARK

V. Allen
K. Allaway
S. Stone
B. Weaver
A. Banfield and
Assistants.

OBSERVERS

B. Arnold
J. Clifford
G. Keyte
Miss R. Wylde
B. Higgs

A. Munday
E. Page
A. Stairs
T. Hamilton
R. Marlowe

G. Taylor
B. Birchmore
S. Rew
C. Gregory
P. Selwood

Sections will be allocated on the day

NOTE TO OBSERVERS Please be at the Start by 9.00am: bring warm clothing and hot drinks
NOTE TO OFFICIALS Please be at the Start by 8.30am: ensure that machines used for
duties are serviceable and filled with fuel.

CATERING The Catering will be by F. F. Hauser of Crayford. Kent.

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 Bye Laws.
FURTHERMORE you are reminded that the following conditions also apply:

1. No competitor or Spectator or person accompanying a Competitor may ride his or any other machine in any area other than the defined course.
2. Competitors must take full responsibility for the conduct of all members of their party.
3. Motorcycles entered for the event may only be ridden by the Competitor.
4. No riding of machines by Spectators other than into the car parks provided.
5. No passengers to be carried on competitive machines other than sidecar passengers.
6. 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.
7. No trespassing outside the defined area for the event.
8. Paddock Racing will not be tolerated under any circumstances.
9. Disregard for these guidelines and any instructions given by an Official of the Club, or of the Land Owners will make you liable for instant exclusion from the meeting and may disqualify you from entering any future events on M.O.D. land.
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.

INSTRUCTIONS TO COMPETITORS

START: This will be at Hungry Hill, Aldershot, Hants. signposted from the roundabout on the A325 west of Aldershot. Ref: OS 186 847511 for the entrance.

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

STARTING ORDER: a) Pre '65 under 300cc machines. b) Pre '65 over 300cc machines - no rear suspension. c) Pre '65 machines over 300cc - with rear suspension. d) Pre '65 machines over 300cc - Unit construction. e) Girder Fork machines. f) Pre '65 machines with Sidecar.

All Competitors will leave at $\frac{1}{2}$ minute intervals. First man away 9.30 $\frac{1}{2}$ am. There will be no interval between classes. One hour between laps.

LATE START: As per G.C.R. Regs. One mark will be lost for each minute late, up to a maximum of fifteen minutes, after which he will be deemed a non-starter.

MACHINE EXAMINATION: 3 Machine examiners will be in attendance to ensure that all machines are in a mechanically safe condition and 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. The machine examiners' decision is final, and no appeal will be allowed against it. You are warned that this rule will be strictly adhered to and any machine not conforming will not be allowed to compete. AFTER your machine has been scrutined you will be given a ticket which must be exchanged for your riding numbers.

SIGNING ON/OFF: Competitors and Passengers must sign on and collect their riding numbers at the Start; sign off and hand in their numbers on completion of the Trial. Failure to do so will deem a competitor to have retired.

SECTIONS: These will be defined with white tapes and/or white or pink 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 five points. All classes will basically ride the same course - defined by WHITE cards for classes a. b. c. d. and PINK cards for classes e. f.

SPECIAL TEST: The Test will be as follows: Engine running, clutch hand on head, start on Line "A", flying finish over Line B. The time taken will be used to decide ties. Any further adjudication will be decided by the most cleans, dabs, footings in that order.

REFRESHMENTS: These will once again be provided by F. F. Hauser.

PETROL: This will NOT be available at the Start.

PRACTISING: This is not permitted on any part of the Course, nor adjacent to the 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.

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

Members of Talmag M.C.C. will be in the Queens Head, The Borough Farnham on Saturday evening (23rd) from 9pm for a natter and a noggin.

INSTRUCTIONS TO OBSERVERS

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

PLEASE MARK YOUR CARDS 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 a driver in a section).
- 2 - For two dabs. (Touching twice only with any part of the body by a driver in a section).
- 3 - For footing. (Touching more than twice by the driver).
- 5 - For stopping in a section, breaking or crossing tapes or marking defining a section: driver or passenger receiving outside assistance while between "Begins" and "Ends" cards.
- 5 - For missing a section and also for a driver not attempting a section when called upon to do so.

MARKING OF SECTIONS

- Observers' attention is drawn to
- a) The use of "WHITE" cards for defining the gates routes of the section for classes a. b. c. d.
 - b) The use of "PINK" cards for classes e.f.

NOTE: PINK RIDING NUMBERS USE PINK SECTIONS. WHITE NUMBERS USE WHITE SECTIONS

A Competitor is in a section when his front wheel spindle passes the "Section Begins" card, and has completed a section when the FRONT wheel spindle passes the "Section Ends" card.

A stop is deemed to have occurred when the front wheel has ceased to have rolled in a forward direction relative to the Course.

A Back marker will close the course at the end of each lap.

All Observers are requested to use the 2 plastic carrier bags which are included in the Observer case to clear their section of ALL marking materials and return them to the Start at the end of the Trial, together with their completed observer cards.

APPLICATION FOR BADGE AND DATE BAR(S)

BADGE	£1.00 each	DATE BAR(S)	50p each
POST AND PACKING		20p	

We do have in stock a limited supply only of Date bars 1975 - 1981 at 50p each

Please state year(s) required.

BADGE (S)
BAR (S)
TOTAL	£

NAME

ADDRESS
.....
.....
.....

P.O./Cheques to A.B. Banfield. 62 Milford Road Southall Middx
Made in favour of Talmag M.C.C.

1982 Pre '65 TALMAG CLASSIC FOUR STROKE TRIAL

January is upon us, bringing with it the 1982 Talmag Trophy Trial. The Event goes from strength to strength, and this year sees further revision of Classes and an increase in entries to more than 240 - none were returned. Last year we had over 300 applicants for 220 places - a reflection perhaps on the economic situation, but more likely that the Talmag was intended to be for Classic bikes and interesting Specials of the Pre '65 period which we have encouraged by tightening Regulations.

Talmag has always been a Sidecar orientated Club and have always encouraged this Class. It has been a great pleasure, reward and surprise to us that so many Pre '65 Sidecar outfits have re-emerged for our efforts; therefore this year we have devoted the Sidecar class solely to Pre '65 machines, and hope that competitors Sidecars reflect the design of the period, in keeping with the ideals of the Trial.

In an effort to keep the machines in as near classic condition as possible, the ignition and carburation must be of the period i.e. electronic ignition and late type carbs. will not be allowed, as these have decided advantages. However Amal MkIs have been allowed as monobloc units and spares are getting thin on the ground. The Scrutineers will be firm on these sort of items and riding Class. Our latest class definitions have, in general, been welcomed in Trials motorcycling circles, and we feel we are now close to the definitive classes in the classic Pre '65 Trials world that has made this Trial so popular and pre-eminent with riders and spectators alike. The Talmag club intends that the Trial will not stand still, but will adjust to suit prevailing conditions; enjoyment is our main aim, and when we stop enjoying organising, it will be time to stop. So the 'Order of the Day' is "Get out there and enjoy yourselves" - riders and spectators alike.

1982 TALMAG COURSE

The course this year will follow the well tried formula to provide a good day's Sport for riders and interesting viewing for spectators. The Sections will, in the main, be straightforward, non damaging to both machine and rider; the course will be clockwise with the last section well away from parked cars and clearly marked to avoid the unfortunate mishaps of last year where some riders missed the last section. Would all competitors, when arriving, please endeavour to park as tidily as possible near to the Start so that we may have room for late arriving spectators.

The Special test will follow its usual format, a fast, controlled circuit on gravel, timed and manned by our Terry Gaines. Will spectators please keep well away from the boundary markings of sections so that Observers may see riders performing without having to look through people's legs. Whistles will be provided for Observers to signal riders into sections. Observers, please make sure section is clear before signalling next rider.

CAR PARKING - IMPORTANT

The popularity of our event was brought home to us forcibly last year with extraordinarily large numbers of spectators who turned up and blocked the main A325 road and brought Aldershot to a standstill, complaints from the Police in its wake and difficulties over land this year. However common sense prevailed and the M.O.D. has granted us extra car park facilities for spectators by the entrance to the ground. To this end, only competitors and officials cars or vans showing the special sticker, and solo motorcycles and sidecars will be able to park in the start area. All other vehicles will use the spectators car park. Each competitor and official has been issued with two stickers; please display this on your windscreen and help parking officials by following their instructions promptly and parking as directed. These are voluntary helpers for your benefit. PLEASE help them by making their job easy.

PROGRAMMES These will be available in the Start area

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>C.C.</u>	<u>DATE</u>
<u>Pre '65 Machines under 300 cc</u>				
1. J. Bingley	Southampton	Triumph T/Cub	200	1963
2. C. Lebas	Chobham	B.S.A. CI5T	250	1963
3. C. Hodge	Gloucester	B.S.A. CI5T	250	1959
4. M. Bridger	Tonbridge	Triumph T/Cub	198	1964
5. R. Ayres	Kings Lynn	Triumph T/Cub	199	1963
6. B. Mills	Cookham	Triumph T/Cub	197	1962
7. D. Allnutt	Fontwell	Triumph T/Cub	200	1964
8. C. Harrison	Salisbury	Triumph T/Cub	200	1958
9. J. Bliss	Cheltenham	Triumph T/Cub	199	1963
10. S. Stretton	Beaconsfield	B.S.A. CI5T	247	1959
11. S. Groundwell	Salisbury	B.S.A. CI5T	250	1958
12. P. Gleed	Newbury	B.S.A. CI5	250	1961
13. A. Clift	Truro	B.S.A. Otter	250	1964
14. B. Jones	Sonning Common	B.S.A. CI5T	249	1959
15. J. Thomas	Wantage	Triumph T/Cub	199	1962
16. P. Theobald	Fetcham	Triumph T/Cub	200	1961
17. C. Ward	Hornsey	Triumph T/Cub	199	1963
18. L. Tester	Hemel Hempstead	Triumph T/Cub	250	
19. R. Paynter	Andover	Triumph T/Cub	199	1964
20. J. Thompson	Radstock	Triumph T/Cub	200	1964
21. P. Kimber	Petersfield	Triumph T/Cub	199	1964
22. N. Wells	Wembley	Royal Enfield	250	1962
23. R. Somers	Sompting	Triumph T/Cub	200	1964
24. J. Venables	Cumnor Hill	Triumph T/Cub		1958
25. D. Taylor	Cheltenham	B.S.A. CI5T	250	1962
26. J. Ruth	Chelmsford	B.S.A. CI5T	248	1964
27. A. Cumming	Plumstead	B.S.A. CI5T	250	1964
28. J. Brush	Tonbridge	Triumph T20	199	1963
29. F. Greenan	Sheffield	Triumph T/Cub	199	1962
30. D. Austin	Romford	Triumph T/Cub	199	1962
31. R. Evans	Ewell	Triumph T/Cub	200	1962
32. D. White	Fleet	B.S.A. CI5T	250	1964
33. I. Ballard	Basingstoke	B.S.A. CI5T	250	1960
34. P. Durrant	Wimborne	Triumph T/Cub	200	1964
35. P. Durrant	Wimborne	Royal Enfield	250	1962
36. R. Biggs	Gt. Kingshill	Triumph T/Cub	199	1960
37. J. Lee	B. Stortford	Triumph T/Cub	200	1960
38. L. Noble	Sheffield	Triumph	199	1962
39. L. Wilkinson	Prestbury	Triumph T/Cub	199	1962
40. P. Noble	Sheffield	Triumph T/Cub	200	1957
41. R. Cox	Amersham	B.S.A. CI5T	250	1959
42. E. Freeman	Banbury	B.S.A. CI5T	250	1964
43. B. Lee	Farnborough	Triumph T/Cub	200	1964
44. R. Ward	Birmingham	Triumph T/Cub	199	

Pre '65 Machines over 300cc No Rear Suspension

45. D. Brown	Caddington	Matchless G3L	350	1946
46. A. Attrill	Calbourne	Norton 500T	490	1949
47. P. Butcher	Willington	Ariel H.T.	500	1955
48. R. Defago	Oxted	Triumph 3HW	350	1946
49. G. Jarvis	Banstead	A.J.S.	350	1947
50. D. Lee	Cowes	Norton 500T	500	1950
51. C. Dopson	Godalming	Norton 500T	500	1949
52. M. Vangucci	Kings Langley	Matchless	500	1946
53. D. Rodgers	Hayes	Douglas	350	1949
54. S. Lambert	Redhill	Douglas	350	1950
55. E. Turner	Sholing	Douglas	348	1949
56. T. Phillips	Godalming	Douglas	350	1949
57. D. Richmond	Hayes	Douglas	348	1950

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>C.C.</u>	<u>DATE</u>
58. L. Bransbury	Brighton	A.J.S. 16MC	350	1954
59. R. Lewis	London	Matchless G80C	500	1949
60. J. Porter	Chertsey	Norton 500T	490	1949
61. A. Millais	Farnham	B.S.A. XB32	350	1948
62. P. Hodgkinson	Hastings	B.S.A. G/Star	500	1950
63. G. Holdstock	Carterton	Matchless G3LC	397	1951
64. J. Taylor	Fleet	A.J.S.	350	1949
65. R. Childs	Leigh	Norton 500T	500	1950
66. R. Dodd	Dartford	Norton 500T	500	1950
67. S. Stephens	Guildford	B.S.A. ZB32	350	1950
68. C. Ham	Egham	Norton 500T	490	1950
69. D. Butler	Ware	Matchless	350	1955
70. D. Banks	Warnham	Norton	490	1950
71. A. Stedman	Chobham	Norton 500T	500	1950
72. M. Smith	Ripley	Matchless	350	1947

Pre '65 Machines over 300cc

With Rear Suspension

73. M. Stelling	Shirley	A.J.S. 18C	350	1949
74. R. Amos	Redhill	Royal Enfield	350	1958
75. R. Hutcheson	Bordon	A.J.S. 16C	347	1959
76. G. Bridge	Hillingdon	A.J.S. 16C	350	1953
77. D. Wright	London	A.J.S. 16C	350	1964
78. L. Saunders	High Wycombe	A.J.S.	350	1955
79. D. Morgan	Cassington	A.J.S. 16M	350	1954
80. T. Sullivan	Cowley	Royal Enfield	350	1950
81. P. Noakes	Guildford	B.S.A. G/Star	500	1955
82. T. Sudds	Farningham	Ariel HT	500	1958
83. D. Carter	Farnham	Norton 500T	500	1949
84. P. Buckingham	High Wycombe	Royal Enfield	500	1955
85. M. Vockins	Burnham	Royal Enfield	350	1959
86. S. Cordingley	Cockerham	Royal Enfield	349	1958
87. A. Tweed	Colchester	B.S.A. G/Star	500	1953
88. W. Yates	Preston	Royal Enfield	350	1955
89. D. Morley	Morden	A.J.S. 16MCS	350	1951
90. M. Adams	Billericay	A.J.S. 16C	347	1960
91. R. Connolly	Wellingborough	A.J.S. 16C	350	1961
92. R. Sherfield	Reading	B.S.A. BB34A	500	1955
93. M. Brown	Fleet	Matchless	500	1957
94. J. Excel	Tunbridge Wells	Matchless G3C	347	1961
95. R. Gollner	Waterlooville	A.J.S. 16C	350	1959
96. K. Sherlock	South Nutfield	Matchless G3C	350	1963
97. P. Watson	East Grinstead	Matchless 350	350	1956
98. R. Smith	Fareham	A.J.S. 18C	500	1962
99. B. Rodgers	Ambaston	Royal Enfield	346	1959
100. J. Richardson	Kingswinford	Royal Enfield	350	1961
101. M. Hembrough	London	Royal Enfield	350	1949
102. S. Howitt	Lydney	Matchless G80	500	1953
103. F. Head	Horsham	Matchless G3LC	347	1956
104. H. Reffell	Alton	A.J.S.	350	1952
105. J. Waghorn	Dartford	Royal Enfield	346	1959
106. A. Lynch	Barnsley	Royal Enfield	350	1957
107. J. Davis	Harrow	Royal Enfield	350	1959
108. R. Humphries	Crowthorne	Ariel	500	1958
109. G. Jones	Bristol	Ariel	350	1958
110. F. Hawke	Par. Cornwall	A.J.S. 16C	350	1960
111. D. Clampin	Colchester	B.S.A. B32A	348	1956
112. S. Metcalf	Thornton Heath	Matchless	350	1953
113. D. Keep	Basingstoke	Ariel	350	1957
114. I. Allston	Colchester	A.J.S. 16C	349	1959
115. J. Gleed	Banbury	Royal Enfield	350	1958
116. R. Allsop	Farnham	Ariel HT	500	1957
117. R. Hiron	Welling borough	Ariel HT	500	1957

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>c.c.</u>	<u>DATE</u>
II8. D. Wylde	Welwyn	Ariel HT5	500	1956
II9. J. Quigg	Tring	Royal Enfield	346	1952
I20. M. Quigg	Tring	Royal Enfield	346	1952
I21. R. McDonald	Hazlemere	Matchless	350	1956
I22. H. German	Harrow	Matchless	347	1957
I23. D. Lecoq	Caddington	Velocette	350	1959
I24. S. Miller	New Milton	Ariel HT5	500	1956
I25. R. James	Hardwicke	B.S.A. B33	500	1955
I26. J. Wigg	Winslow	Royal Enfield	500	1955
I27. J. Phillips	Rayleigh	Royal Enfield	500	1956
I28. P. Hall	Hazlemere	A.J.S. I8C	498	1954
I29. J. Vallis	Shulford	Royal Enfield	350	1960
I30. J. Grebby	Pluckley	A.J.S. I6C	350	1955
I31. B. Giles	Salisbury	Matchless G3C	497	1958
I32. I. Scott	Bournemouth	A.J.S. I6MSC	347	1963
I33. B. Fletcher	Colchester	Royal Enfield	350	1961
I34. W. Wright	Oxhey	Ariel HT5	497	1956
I35. J. Bishop	Coleford	Royal Enfield	498	1957
I36. R. May	Gadalming	A.J.S.	350	1961
I37. C. Harris	Sidcup	Royal Enfield	348	1958
I38. A. McDonald	Hazlemere	A.J.S.	500	1963
I39. B. Gwynett	Radnage	Ariel HT5	500	1957
I40. B. Humphries	Tadley	Ariel HT5	500	1956
I41. M. Mackmurdie	Chavey Down	Ariel HT	500	1957
I42. A. Mackmurdie	Chavey Down	Matchless	350	1964
I43. M. Hocking	Camberley	A.J.S. I6C	347	1960
I44. R. Denyer	Maidstone	B.S.A. G/Star	348	1956
I45. P. Dencon	Ringwood	Royal Enfield	500	1958
I46. J. Susans	Chinnor	A.J.S.	347	1960
I47. R. Ashby	Marlow	A.J.S.	347	1957
I48. A. Turner	Maidstone	B.S.A. G/Star	500	1956
I49. P. Smith	Ripley	Matchless	350	1955
I50. J. Cross	Liss	Matchless G3LC	347	1955
I51. J. Wayte	Woking	Ariel HT5	500	1957
I52. J. Cox	Amersham	Ariel	500	1956
I53. S. Clewlow	Stoke on Trent	A.J.S. I8C	500	1958
I54. J. Wright	Southampton	Triumph Trophy	500	1960
I55. W. Cooper	Littleover	Royal Enfield	350	1956
I56. A. Seymour	London	Ariel HT5	500	1957
I57. W. Budden	Portsmouth	B.S.A. G/Star	350	1952
I58. R. Higgs	Woking	A.J.S. I6C	350	1960
I59. B. Metcalfe	Blaydon	Royal Enfield	348	1958
I60. G. Kent	Aldershot	Royal Enfield	350	1958
I61. A. Moss	Chalford	Matchless	348	1962
I62. D. Wigley	Alton	A.J.S.	347	1957
I63. M. Lakin	Melbourne	Ariel HT5	500	1957
I64. J. Phillips	Cheltenham	Ariel HT5	497	1957
I65. D. Camm	Ilkeston	B.S.A. G/Star	350	1954
I66. G. Challis	Reading	A.J.S. I6C	350	1963
I67. P. Caughlin	Lewisham	Royal Enfield	350	1958
I68. D. Ballard	Reading	Royal Enfield	350	1958
I69. R. Bevan	Minsterworth	Ariel HT5	497	1957
I70. B. Moorcroft	Nailsea	Royal Enfield	499	1958
I71. A. Bryden	Biggin Hill	Royal Enfield	350	1951

Pre '65 Machines over 300cc

Unit Construction Engines

I72. B. Rose	Tunbridge Wells	Triumph 5TA	500	1958
I73. P. McKinney	Eastbourne	B.S.A. B40	340	1964
I74. R. Geary	Lewes	B.S.A. B40	340	1964
I75. J. Jeffreys	Orpington	Triumph	500	1959
I76. F. Larner	High Wycombe	B.S.A. B40	343	1964
I77. L. Siddall	Guildford	B.S.A. B40	345	1961
I78. J. Humphrey	Woodley	Triumph Trophy	350	1963

<u>NAME</u>	<u>TOWN</u>	<u>MACHINE</u>	<u>C.C.</u>	<u>DATE</u>
179. S. Flower	Reading	Triumph 5TA	500	1962
180. R. Purver	Andover	B.S.A. B40	340	1962
181. L. Thomas	Sheffield	B.S.A. B40	350	1964
182. R. Duffield	Thornton Heath	B.S.A. B40	343	1960
183. J. Beckett	Rickmansworth	Royal Enfield	346	1959
184. D. Skilton	Gravesend	Triumph 350	350	1964
185. R. Martin	Petersfield	Triumph 5TA	500	1961
186. J. Cox	Cheltenham	B.S.A. B40	343	1962
187. A. Cox	Sevenoaks	Triumph 3TA	350	1959
188. B. Peeling	Reading	Royal Enfield	350	1964
189. M. Peeling	Reading	Royal Enfield	350	1962
190. B. Parsons	Aldershot	B.S.A. B40	343	1964
191. B. Jay	Camberley	Triumph T90	350	1963
192. P. Granby	Sheffield	B.S.A. B40	348	1964
193. A. Davis	Redmarley	B.S.A. B40	343	1962
194. D. Keen	Chesham	Royal Enfield	346	1961
195. A. Collins	Cheltenham	B.S.A. B40	343	1963
196. R. Percival	Colchester	B.S.A. B40	343	1964
197. P. Baxter	Sheffield	B.S.A. B40	343	1964
198. R. Caselton	Erith	Triumph 5T	500	1960
199. A. Dart	Hove	B.S.A. B40	343	1962
200. D. Fleet	Bexleyheath	Triumph 5TA	500	1959
201. A. Rout	Tonbridge	Triumph 3TA	349	1958
202. R. Terry	Seaford	B.S.A. B40	348	1964
203. C. Harvie	Tidworth	B.S.A. B40	350	1962

Girder Fork Machines

204. P. Lecoq	Farnham	Triumph 3H	347	I9
205. C. Braddock	Stockport	Royal Enfield	350	1947
206. A. Donnithorne	East Grinstead	Sunbeam	492	1926
207. T. Costigan	Salisbury	Ariel Colt	248	1930
208. I. Rennie	Palestine	Norton 500T	490	1938
209. J. Husband	Gloucester	Velocette Mac	349	1939
210. L. Ore	Cinderford	Ariel E	500	1929
211. T. Deadman	Maidenhead	Velocette Mac	350	1935
212. W. Moran	Orpington	Ariel	500	1938
213. G. Brandon	Walton on Thames	Ariel	350	1940
214. J. Hodges	Farmoor	Coventry Eagle	250	1936
215. P. Barton	Congleton	B.S.A. B26	350	1937
216. K. Darville	Weybridge	Norton	349	1936
217. D. Hills	Camberley	Vincent Comet	500	1949
218. P. Robson	Market Harbro'	Levis	348	1934
219. T. Dobney	Aldershot	B.S.A. M20	500	1943
220. N. Feast	Maidstone	Matchless G3L	350	1941
221. A. Eaton	Bexleyheath	Ariel Red Hunter	500	1935
222. B. Snelling	Isle of Man	Douglas	500	

Pre '65 Sidecars

223. R. Hollingshead	London	B.S.A. Victor	441	
Pass: M. Harrington				
224. M. Harden	Ipswich	Ariel	500	1956
Pass: C. Harden				
225. R. Abbott	Orpington	Matchless	600	
Pass: B. Warren				
226. J. Miller	Letchworth	Triumph	650	1962
Pass: M. Shaw				

227.	K. Williams	Aldershot	Rickman	441	1964
Pass:	F. Rowe				
228.	N. Devonshire	Oxford	Ariel	500	1956
Pass:	F. Free				
229.	J. Theobald	Cowplain	Noriel	500	1958
Pass:	D. Miles				
230.	R. Stedman	Chobham	B.S.A. B34	499	1956
Pass:	R. Fishlock				
231.	C. Fryer	Beckenham	Ariel	500	1957
Pass:	A. Wood				
232.	J. Topp	Wootton Bassett	B.S.A.	500	1963
Pass:	D. Robbins				
233.	R. Allen	Ibstock	Norton	500	1949
Pass:	S. Woodward				
234.	J. Hall	Larkfield	Triumph	750	1957
Pass:	T. Tidman				
235.	R. Deadman	Farnham	Norton	490	1939
Pass:	B. Rawles				
236.	S. Iles	Bristol	Tribsa	650	1964
Pass:	M. Hardy				
237.	A. Clarke	Gillingham	AMC	500	1954
Pass:	M. Clarke				
238.	P. Thomas	Colchester	Tribsa	500	
Pass:	N. Thomas				
239.	P. Timberlake	Frome	Triumph	500	1964
Pass:	R. Parker				
240.	F. Tuck	Horton	Norton	600	1951
Pass:	W. Bennett				
241.	P. Pesterfield	Petworth	Triumph	500	
Pass:	L. Upton				
242.	R. Envis	Midhurst	Triumph	650	19
Pass:	G. West				
243.	L. Baker	Thames Ditton	Ariel	498	1956
Pass:	J. Taylor				
244.	M. Hall	Lee	Triumph	500	1958
Pass:	B. Hall				
245.	A. Robinson	Basingstoke	Triumph	498	1961
Pass:	K. Middleton				
246.	T. Page	Petworth	Tribsa	650	1954
Pass:	M. Ostlund				
247.	T. Mussett	Carshalton	Rickman	500	1959
Pass:	B. Green				

