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A.C.U. Permit No.55668

EMN. 70/336

Course Certificate No PCL 014

Officials of the Meeting

Clerk of the Course	Steve Bostock
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Assistant Clerk	Ben Robinson
Chief Steward	William Carruthers
Chief Technical Official	Gordon Thorpe
Chief Timekeeper	Sports Timing Services
Chief Marshal	Ann Mallett
CRMC Steward	Joy Gill
Incident Officer	Fraser Greenroyd
Race Secretary	Anji Yardley
Chief Starter	Martyn Redford
Start Line Crew	Brian Rogers
Start Line Crew	Chris Nix
Start Line Crew	Wayne Thompson
Recovery Vehicle	Pete Webb
	& Geoff Reeves
Race Assembly	Joanne & John Kemp
Official Photographer	PJM Photography
Commentator	Graham Lawlor
Second Commentator	Jono Yardley
Commentator's assistants	Russell & Sharon Lee
Child Protection Officer	Anji Yardley
Chief Medical Officer	Dr. Sue Smith

Meeting Information

A European Open competition organised by the Classic Racing Motorcycle Club. Held under the National Sporting Code of the ACU and UEM. Standing Regulations of the Auto Cycle Union for all road races and the supplementary Regulations and final instructions issued by the promoting club.

Conditions of Admission

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Postponement of the Meeting

The Club reserves the right to postpone or cancel all or part of the meeting

Acknowledgements

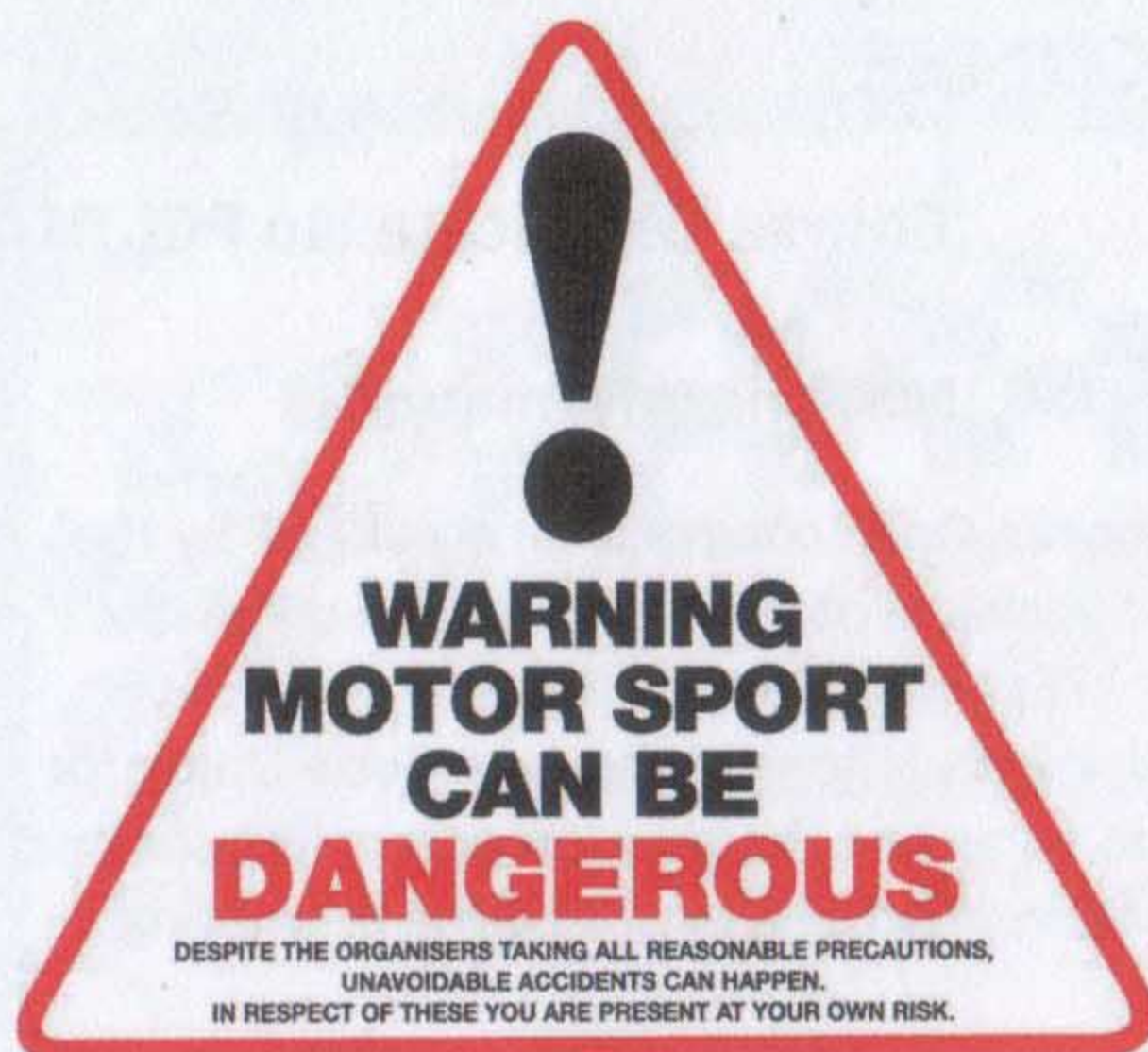
The Classic Racing Motorcycle Club acknowledges with grateful thanks the following individuals, groups and firms.

The Circuit Management and Staff Members of the CRMC Marshals Section All other individuals helping and officiating at this meeting, including office staff, scrutineers, medical staff, committee members and any others who have contributed in any way to the organisation of the meeting. Without your help racing could not take place.

FOR SPECTATORS....CRMC TERMINOLOGY

- Period:** Classic 1 machines were produced before December 31st 1963.
Classic 2 machines from January 1st 1964 up to December 31st 1972.
Post Classic 1 machines from 1st January 1973 until 31st December 1981.
Post Classic 2 from January 1st 1982 until 31st December 1986.
- Group:** Grand Prix refers to thoroughbred TT and GP specials.
Clubman refers to short circuit machines and specials.
Sports and Production refers to machines essentially unmodified road machines.
Superbike refers to modified non Grand Prix Post Classic machines.
- Front and Sideplates:** Black denotes 125cc bikes: Green denotes 250cc bikes:
Blue denotes 350cc

THIS MEETING IS STAGED IN ACCORDANCE WITH THE ACU / FIM ENVIRONMENTAL CODE



MOTORSPORT CAN BE DANGEROUS

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen

Please comply with all instructions of marshals and notices and remain in permitted areas only.

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Contact:

Tony Finch on 01603 881111

Ann Mallett on 07831 85303



Red: Immediately stop racing.

Yellow (steady): Signal of danger. (waved) Slow down, driver must be prepared to stop.

OVERTAKING FORBIDDEN ON ANY YELLOW FLAG.

National flag or Green: Start

Black displayed with white number: informs the driver of motorcycle the number of which is shown that he must stop at the pit on the next lap.

Black with Orange circle: Displayed with vehicles number: the rider must leave the track IMMEDIATELY.

Yellow with Red Stripes: Deterioration of adhesion of the track surface

Yellow with black diagonal cross: Start of the last lap.

Black/White Chequered: End of race.

The club is always looking to increase its marshals strength during the rest of the season.

The attractions of marshalling with the CRMC include payments of £15 per day, close to the action positions, provision of marshals overalls and on the job training plus free CRMC membership for regular marshals.

A £15 thank you will be paid to any member introducing a new marshal to the club.

Please contact Chief Marshal Ann Mallett for further information.

This meeting is organised by the
Race Secretary Anji Yardley
Correspondence regarding this
meeting should be addressed;
Anji Yardley
entries@crmc.co.uk

**Anyone reported using excess
speed in the Paddock will be
excluded from the days racing.**

**Riding of bicycles, skateboards,
BMX bikes, Scramble Bikes,
etc. is strictly forbidden**



EDITORIAL MUSINGS



Well doesn't time fly by. Here we are already at the start of the 2019 season and the 40th for the CRMC. I think this is my 20th year as your editor and I have aged a lot since the picture (left) was taken.

These musings were written before the dreaded BREXIT day, so I haven't a clue whether we are in the EU or Out and has a border back-stop with Northern Ireland (*whatever that is*) been sorted. Also is the Isle of Man still there or does that need some sort of border as it is between the UK and Eire. One thing I do know that we are in for a treat of classic racing at the fast Castle Combe Circuit here in sunny Wiltshire.

I know the club has been trying for a long time to get a meeting here so lets hope this is the start of many a meeting we have here in the

future. As this is our first meeting here there are no lap records so here is your chance of a bit of fame by setting the first official CRMC lap records for this circuit.

On to things more personal, I was totally overwhelmed to be awarded a CRMC Honorary Membership at the Dinner Dance and thank you all who attended and gave me a generous round of applause. This came totally unexpected and I am truly honoured to have been awarded the award (*does that sound right*). Thank you all.

On a sour I have had two of my motorcycles stolen over the winter period, it is not a nice feeling to feel targeted by these thieves, the first I got back with minimal damage and is back roadworthy but the second a **Ariel Ace is still missing as I write**. So please make sure your valuable machines are secured.

Now onto this years programme format, not much has changed although I have freshened it up. I have received positive feedback on the more obscure articles I put in so they will continue when space permits. Our ACU races remain on the centre pages.

Finally, welcome to our new club chairman Gordon Russell and a thank you to our outgoing chairman Mark George for keeping the club at the forefront of classic motorcycle racing.

Also this season we say goodbye to Russell Lee (Sport-Pics) and welcome Peter Morris (PJM photography) to our happy band. **Many Thanks Russell for your service.**

Rob Edwards





2019 RACE DAYS

Howards Day

Monday 22nd April

May Day Madness Race Day

Monday 6th May

Combe Challenge Race Day

Monday 27th May

The Big Race Weekend

Saturday 6th-Sunday 7th July

Combe Countdown Race Day

Monday 26th August

Motorcycle Grand National Race Weekend

Saturday 31st August
/Sunday 1st September

Grand Finals Race Day

Saturday 14th September

Autumn Classic

Saturday 5th October

2019 SHOW & ACTION DAYS

Pure Ford

Saturday 27th April

JDM Combe

Saturday 1st June

Summer Action Festival

Saturday 22nd June

Forge Motorsport Action Day

Saturday 7th September

Mini Action Day

Saturday 28th September

Action Day Finale

Saturday 12th October



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COMMENTATORS NOTES GRAHAM LAWLOR



For retired riders like me the winter break seems interminable but for competitors it can sometimes feel like it's finishing all too soon for machinery to be rebuilt, tweaked and tested. That's why the first meeting of the season traditionally produces a few absentees, but scanning through this weekend's entry I am delighted to see we are crammed with familiar names and quite a few new ones too. Obviously the midnight oil has been burning bright this winter!

This is my first ever visit to Castle Combe and I am delighted to finally have the opportunity to commentate at this famous circuit. It's a big layout so I'm delighted that Jono Yardley will be joining me in the second commentary box. As always Sharon Lee is providing all the admin and catering support and we now have a fourth team member, Sharon's husband Rusty, who has handed over the club photographer reins to Pete Morris to join us in the box. Former racer Rusty knows just about everyone in the CRMC paddock and one of his main roles is going to be to get among you before, during and after racing to find out all the news and inside stories as they happen. Thanks to Emily Jackson we also now have a CRMC Commentators page on Facebook that will further enhance the level of communication. Make sure you "Like" it and use it - even I have signed up after years of avoiding social media!

Our 2019 season begins here with a very busy programme of thirty-eight solo and sidecar races and four classic parades. We've got the opening four rounds of each club championship and it looks as if many of our 2018 class champions are entered here in a bid to begin the defence of their titles as strongly as possible. We also have the opening rounds of the ACU UK Classic 500 and ACU UK Post Classic championships with last year's champions, Team Minnovation's Joe Barton and Lee Hodge, raring to go. They've both got four machines so if all goes to plan they could have eighteen races each. The Classic 500 class will be as competitive as ever with the usual suspects of Hodge, Barton, Rich Molnar, Harley Rushton, Alan Oversby, Will Loder, Pete Weston and Mark Cronshaw being joined by Manxman Dave Madsen-Mygdal on the Team CSC Honda, Duncan Fitchett (Manx), Jamie Coward on Ted Woof's Craven Manx and Alex Sinclair out first time on the new Fox Racing Egli G50. Several well known CRMC riders are stepping up to ride in the big Superbike classes this season, including Rich Molnar (Ducati 1200), Ant Hart (1260 Kawasaki) and Chris Firmin (Moto Guzzi 1064). One man who is going to be missing is George Hogton-Rusling, who has decided to take a break from racing, but the exciting news as we were going to print is that the flying South African, Phil Atkinson, is booked to take over George's ride here on the Herberg XR69 rocket ship.

There's a decent sized field of sidecars here this weekend and I see that last year's impressive Pd.2 750cc champions Ian Ashley and Roy Cunningham have upgraded to a 999cc BMW engine here; it will be interesting to see how well they go against the likes of 2018 Pd.3 champions Doug and Andy Street (998 MRE Imp).

I can't conclude these notes without drawing attention to the tireless work put in by all of our officials, sponsors and marshals, without whose efforts we would probably all be dragging ourselves around Tesco's instead of enjoying a weekend of top quality classic racing.

Thanks for supporting CRMC racing and remember that if you are wondering where to discover more about the club the excellent website is to be found at www.crmc.co.uk.

Graham Lawlor



CASTLE COMBE WELCOME



A very warm welcome to Castle Combe Circuit and the inaugural Classic Racing Motorcycle Club race meeting!

Motorcycling has always played a crucial role at this Wiltshire venue over its 60-plus-year history, as many of you will already be fully aware of if you've visited events such as the NG Road Racing 'Grand National' race meeting in the past (this event will be taking place on 31 August – 1 September this year).

I have personally been fortunate enough to watch countless exhilarating motorsport events, and can confidently say that nothing beats witnessing motorcycle action on this circuit. We were therefore delighted to be approached by the CRMC as it looked for a new venue for 2019. With the popularity of bike racing and with the focus firmly on classic machinery with this organisation, it as a proposition we were instantly keen to add to our portfolio.

It has been a pleasure working with and supporting the CRMC, especially as this is also the first race meeting on its calendar. The entry list looks fantastic and it's fair to say there's a real mix of motorcycles on-hand for every classic bike fan out there. The large grid sizes and array of races scheduled are guaranteed to make this a weekend to remember.

Another highlight of this two-day meeting will be the classic parades. These are held twice on each day and I am assured some of the finest machinery in the world will be witnessed. Make sure you pick your favourite spot to soak up these magical moments in.

As ever, whether you're a first-time visitor, competitor, spectator, marshal or official, we wish you all a safe and very enjoyable weekend.

Have a fantastic time.

Graham Marshallsay

Managing Director, Castle Combe Circuit



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Castle Combe

Prettiest village in England



Castle Combe has been called 'The Prettiest Village in England' and with good reason; visitors have been coming to enjoy its charms for at least a century and the small street leading from the Market Cross down to the By Brook is as picturesque today as it ever was.

Castle Combe's history goes back much further than this though. The site of the castle is above today's village, but little other than earthworks now mark its one time presence. Originally it was a British hill fort which became occupied by the Romans due to its proximity to The Fosse Way. After the Romans, came the Normans, who built the fort up into a Castle.

By the Middle Ages the village in the valley had become an important centre for the wool industry. The spinsters and weavers lived in the cottages (hence names such as "Weaver's House") and the river, still known as By Brook, provided the power to run the mills.



In more recent times the village has played host to many filming activities, the most famous of these being 'Doctor Doolittle' filmed in and around the village in 1966. More recently the village has had a major role in 'War Horse', 'Stardust', 'The Wolf Man' and an advert for Solvil et Titus.

The village is also a sanctuary to wildlife as it is a conservation area and enjoys the beauty of nature at its very best.

The village houses are all of typical Cotswold type, constructed in stone with thick walls and roofs made from split natural stone tiles. The properties are many hundreds of years old and are listed as ancient monuments. Strict rules apply to preserve the beauty and character of Castle Combe for later generations to admire.

Castle Combe is situated on the southern-most edge of the Cotswolds and is approximately 12 miles from the Georgian city of Bath. Nearby there are many sites of historical interest such as Avebury, Stonehenge and the Wiltshire White Horses. There are also many wonderful walks in the area, more information on these can be found on the Walking in Wiltshire website.

The stately homes and gardens of Bowood House, Longleat and Stourhead are also well worth a visit.



Castle Combe Circuit Map



The Castle Combe airfield opened in May 1941. The land which the airfield occupied belonged to the Castle Combe estate, which was owned by the Gorst family.

It was used as a practice landing ground by nearby RAF Hullavington, home of No. 9 Service Flying Training School RAF. Flying training expanded considerably and

the facilities were upgraded. Waterlogging was a frequent problem for the grass surface, so two runways of Sommerfeld Tracking were laid and a tarmac perimeter track constructed around the field. There were five hangars on the eastern and south-eastern side of the site; the control tower is still extant.

No. 15 (Pilots) Advanced Flying Unit RAF and No. 3 Flying Instructors School RAF was also present at some point.

The airfield functioned for seven years before being decommissioned on 18 October 1948

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WED 22 MAY

MON 3 JUNE

WED 19 JUNE

WED 3 JULY

WED 17 JULY

WED 31 JULY

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THUR 29 AUGUST

FRI 30 AUGUST

WED 18 SEPTEMBER

WED 2 OCTOBER

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Rusty's final picture show



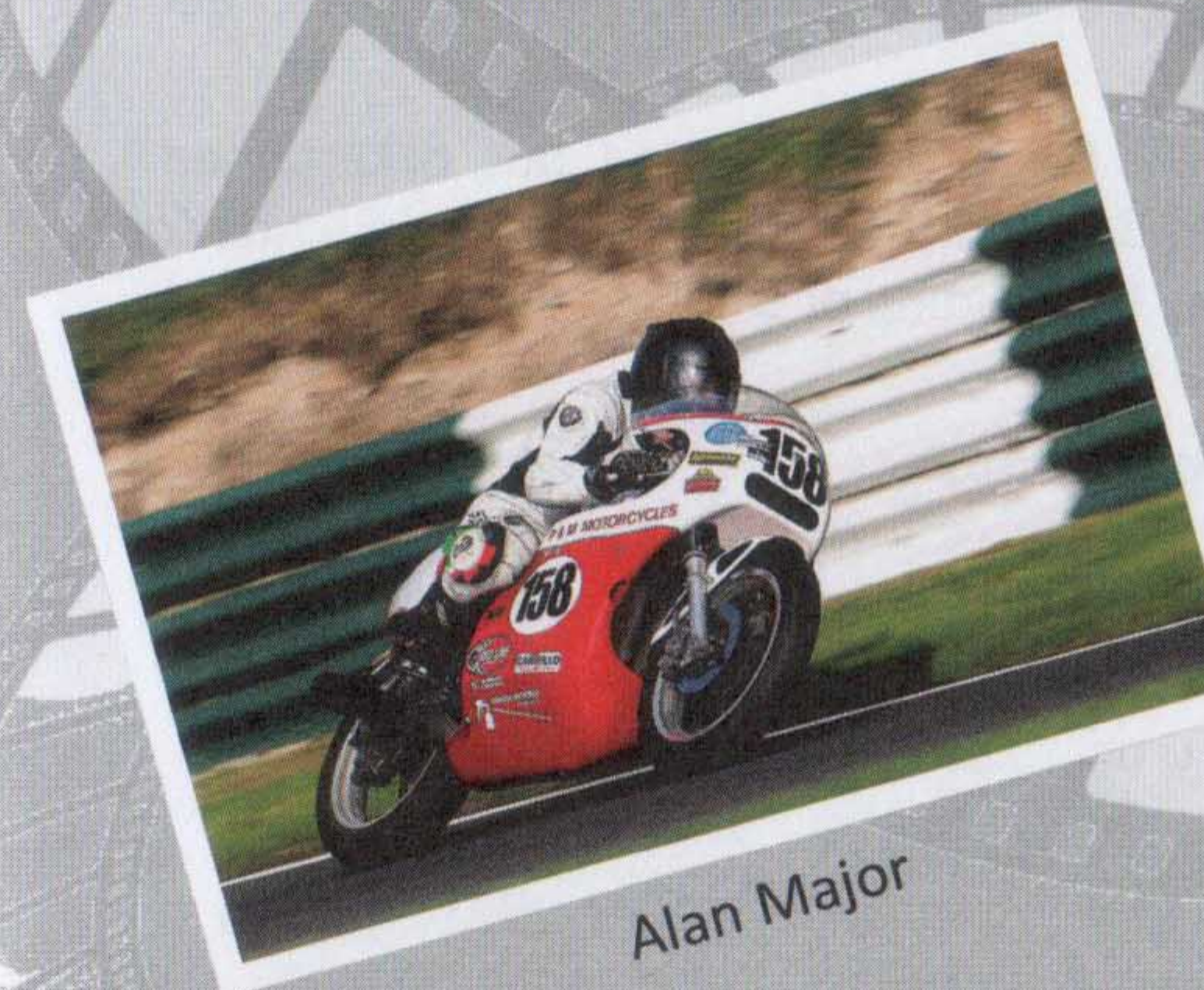
Joe Barton



Mike Cooper



Alex Sinclair



Alan Major



Richard Molnar



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A new season beckons.. Emily Jackson



It's been a long and very mixed winter this year. With an incredible celebration of Rob's Superbike Championship win and 3rd in the Post Classic ACU Championship at the Dinner Dance, just before celebrating our 5 year anniversary, breaking up our December, we spent some time over Christmas visiting family (and driving over 1500 miles in a week!!) before we started the new year.

After checking in with Trevor who is kindly taking us on board for the season on the Triple this year, Rob then had the challenge of building two VFR's from scratch (10 years after he built the last two) looming, Rob got to work and the late nights started again but with no pressure. It's been 20 years this year since he started racing, so this year is about enjoying what we do more than ever!

Unfortunately as January progressed, I was feeling more and more run down and after several blood tests, was found to have a nasty infection that had spread to my chest, along with a low blood level. They had dropped again. On top of this I was suddenly struck down with Norovirus, causing severe dehydration within 12 hours and leading to a fairly scary day and night spent in the Resuscitation Unit in Hospital, hooked up to an ECG machine and being given blood thinning injections because I was at very high risk of heart attack!! (Possibly the scariest thought of the 24 hours). 2 and a half bags of fluids for the severe dehydration and a lot more tests later and I was finally sent home to finish my recovery.

Shortly after my hospital stay, I was feeling more and more exhausted. A few tests later and my blood count had dropped to critical levels, meaning a blood transfusion was very quickly arranged and I was back in hospital. It's been a really rough start to the year and has created a real set back for us but Rob has been incredible taking real care of me and ensuring that I can get back on my feet.

It did mean that we were much further behind with the bikes than expected, but, determined for this to be a fun year, we took the pressure off and decided that, with the wonderful ride for the season on Trevor's Triple, any other bikes we may be building or thinking of racing, would be brought out as and when.

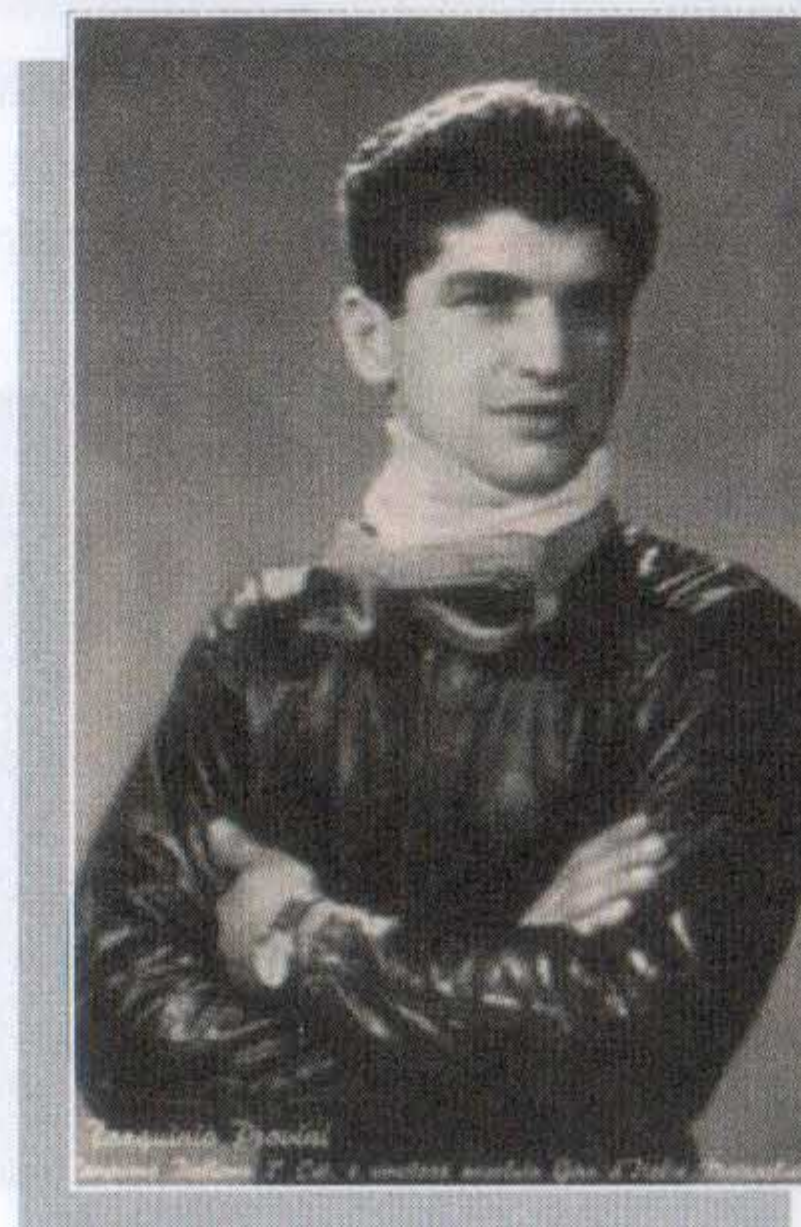
So, a very up and down winter overall, but with some very exciting news in that, although we will be missing Castle Combe, Rob has been asked to ride the CR for Drew once again, this time at the Goodwood Members Meeting! We are absolutely honoured that Drew has given Rob this opportunity and really look forward to getting the old team back together again, something incredibly exciting and different to look forward to.

Bring on the race season!

Emily Jackson



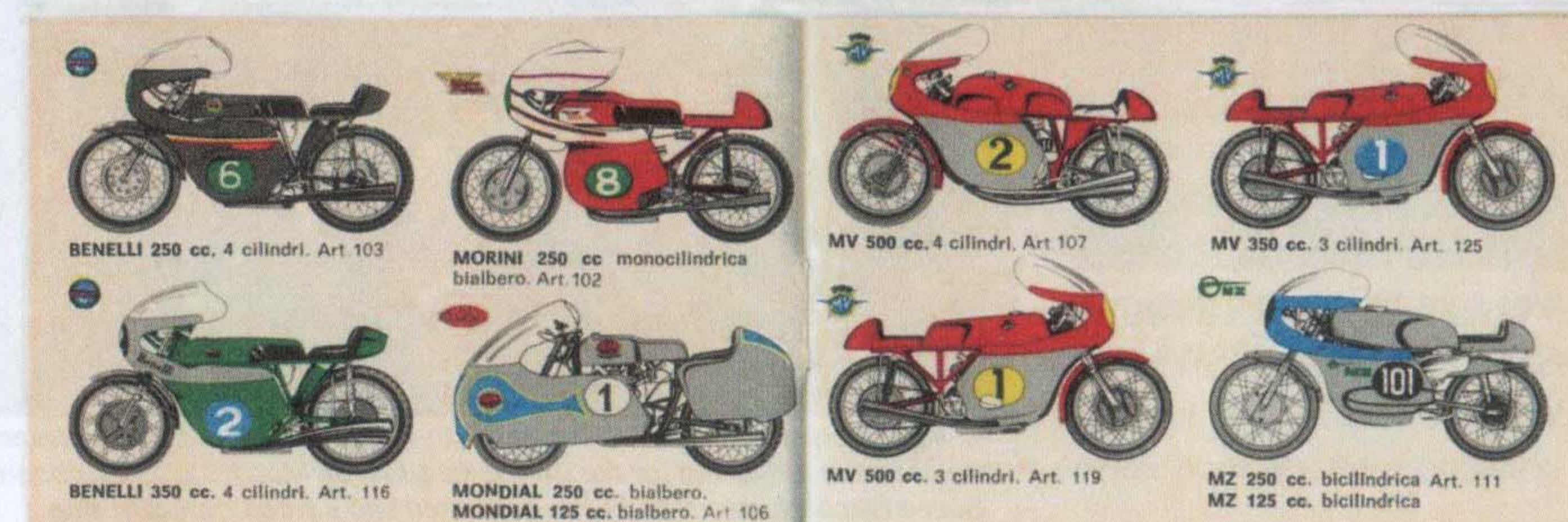
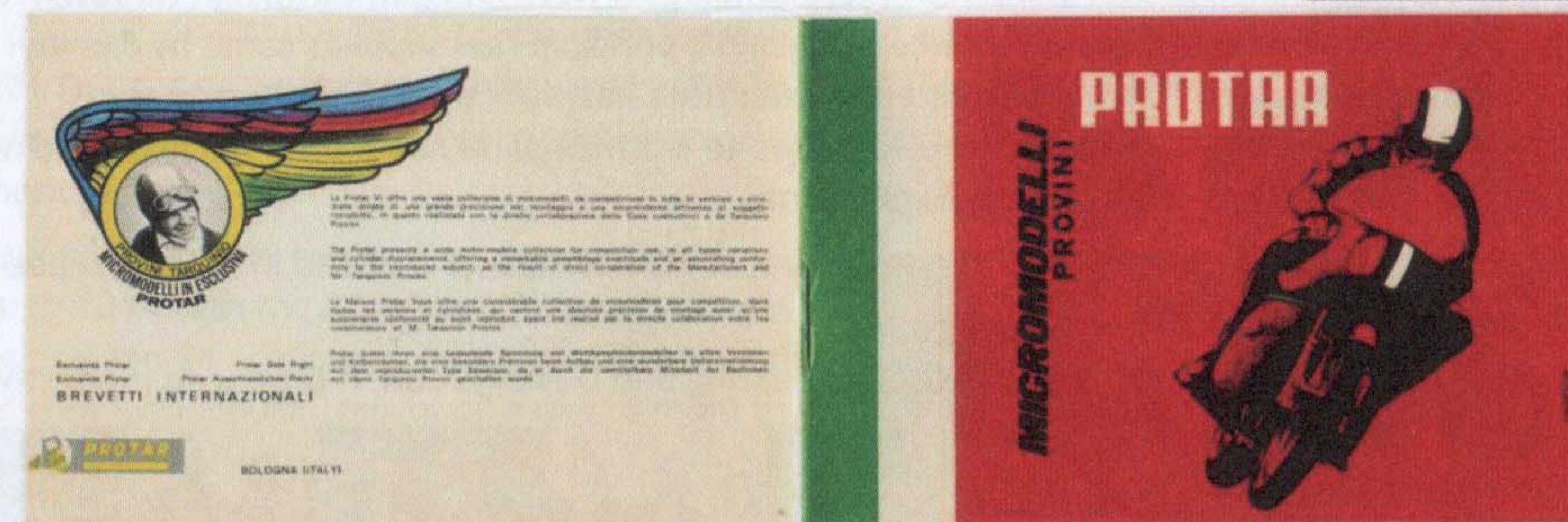
Tarquino Provini 1933-2005



Tarquino Provini (29 May 1933 – 6 January 2005) was an Italian professional Grand Prix motorcycle road racer. He was a two-time world champion in road racing. Provini was also a four-time Isle of Man TT winner and won 13 Italian national championships.

Provini was born in Roveleto di Cadeo, Emilia-Romagna, the son of a garage owner and grew up around engines and machinery. He began riding motorcycles at the age of 10. He began racing in 1949 despite being too young by using his uncle's name on his racing license. In 1954, he won the Motogiro of Italy. He moved up to Grand Prix competition in the middle of the 1954 season and won the Spanish Grand Prix at the end of the year. He won the 1957 FIM 125cc World Championship riding for the Italian Mondial factory. In 1958, he won the 250cc World Championship for MV Agusta.

When MV Agusta quit racing in the smaller classes, Provini signed to race for the Moto Morini factory. In 1963 he waged a season-long battle with Honda's Jim Redman for the 250 world championship. Each rider won four races and the title wasn't decided until the final race in Japan, with Redman winning the championship over Provini by two points. In 1966, he suffered a serious crash at the Isle of Man TT that broke his back, forcing his retirement. Provini redirected his energies and co-founded the Protar company which specialized in making scale racing bike models outside Bologna. He died in Bologna in 2005.





Roughnecks of Sherwood Forest



As the United Kingdom fought for its survival during World War II, a team of American oil drillers, derrickhands, roustabouts, and motormen secretly boarded the converted troopship HMS Queen Elizabeth in March 1943. Once their story was revealed years later, they would become known as the Roughnecks of Sherwood Forest.

By the summer of 1942, the situation was desperate. The future of Great Britain – and the outcome of World War II – depended on petroleum supplies.

By the end of that year, demand for 100-octane fuel would grow to more than 150,000 barrels of oil every day – and German U-boats ruled the Atlantic.

In August 1942, British Secretary of Petroleum, Geoffrey Lloyd called an emergency meeting of the Oil Control Board to assess the “impending crisis in oil

The once top-secret story begins in August 1942, when Britain’s wartime secretary of petroleum, Geoffrey Lloyd, called an emergency meeting of the country’s Oil Control Board.

U-boat attacks and the bombing of dockside storage facilities had brought the British Admiralty 2 million barrels below its minimum safety reserves. **The oil supply outlook was bleak.**

Meanwhile, German Field Marshal Erwin Rommel’s rampaging North African campaign threatened England’s access to Middle East oilfield sources. England’s principal fuel supplies came by convoy from Trinidad and America and were subjected to relentless Nazi submarine attacks. Many at the Oil Control Board meeting were surprised to learn England had a productive oilfield of its own, first discovered in 1939 by D’Arcy Exploration.

The D’Arcy company was a subsidiary of the Anglo-Iranian Oil Company, founded in 1908, a predecessor to British Petroleum, BP.

This obscure oilfield was in Sherwood Forest, near Eakring and Dukes Wood. It produced modestly from 50 shallow wells.

Extreme shortages of drilling equipment and personnel kept Britain from further exploiting the field. Perhaps America might help.

Following the meeting – and under great secrecy – CAP (later Sir Philip) Southwell, a D’Arcy representative, was sent to the Petroleum Administration for War (PAW) in Washington, D.C.

When U.S. oil tanker Pennsylvania Sun was torpedoed by U-571 on July, 15, 1942, about 125 miles west of Key West, Florida. Britain’s oil reserves were 2 million barrels below safety reserves.



42 volunteers from Noble Drilling and Fain-Porter Drilling companies taken before they secretly embarked for the United Kingdom on March 12, 1943, aboard HMS Queen Elizabeth, which had been converted into a troop transport ship.

Southwell’s secret mission was to secure American assistance in expanding production from the Eakring field, regarded as an “unsinkable tanker.”

Pressing his case in America, Southwell pursued the widely respected independent oilman Lloyd Noble, president of Tulsa-based Noble Drilling Corporation. They met in Noble’s hometown of Ardmore, to negotiate a deal.

American oil companies were already heavily committed to wartime production. Noble nonetheless joined with Fain-Porter Drilling Company of Oklahoma City on a one-year contract to drill 100 new wells in the Eakring field. Noble and Fain-Porter volunteered to execute the contract for cost and expenses only. PAW approved their deal and the contract was signed in early February 1943. On March 12, a team of 42 newly recruited drillers, derrickhands, motormen, and other roughnecks embarked on the troopship *HMS Queen Elizabeth*.

Four drilling rigs for “The English Project” would be transported to England on four different ships. Although one ship was lost to a German submarine, another rig was subsequently shipped safely.

Top Secret Drilling

The American oilmen joined project managers Eugene Rosser and Don Walker at billets prepared in an Anglican monastery at historic Kelham Hall, near Eakring.

The sudden influx of Americans from Oklahoma was rumored to be for making a movie, probably a western. It was said that John Wayne would soon arrive.

Within a month, sufficient equipment had arrived to enable spudding the first well. Two others quickly followed.

Four crews worked 12-hour tours with “National 50” rigs equipped with 87-foot jackknife masts.

The roughnecks amazed their British counterparts with their drilling speed.

Using innovative methods, the Americans drilled an average of one well per week in Dukes Wood, while the British took at least five weeks per well.

The British crews made it a practice to change bits at 30-foot intervals. The Americans kept using the same bit as long as it was “making hole.” By August, the Yanks of Sherwood Forest had completed 36 new wells, despite the challenges of wartime rationing of fuel, food, and other shortages.

By January of 1944, the American oilmen were credited with 94 completions and 76 producing oil wells. But not without cost. While working Rig No. 148, derrickhand Herman Douthit was killed when he fell from a drilling mast. Douthit was buried with full military honours at the Cambridge American Cemetery.

The English Project contract was completed in March 1944 with the Americans logging 106 completions and 94 producers. England’s oil production had shot from 300 barrels of oil a day to more than 3,000 barrels of oil a day.

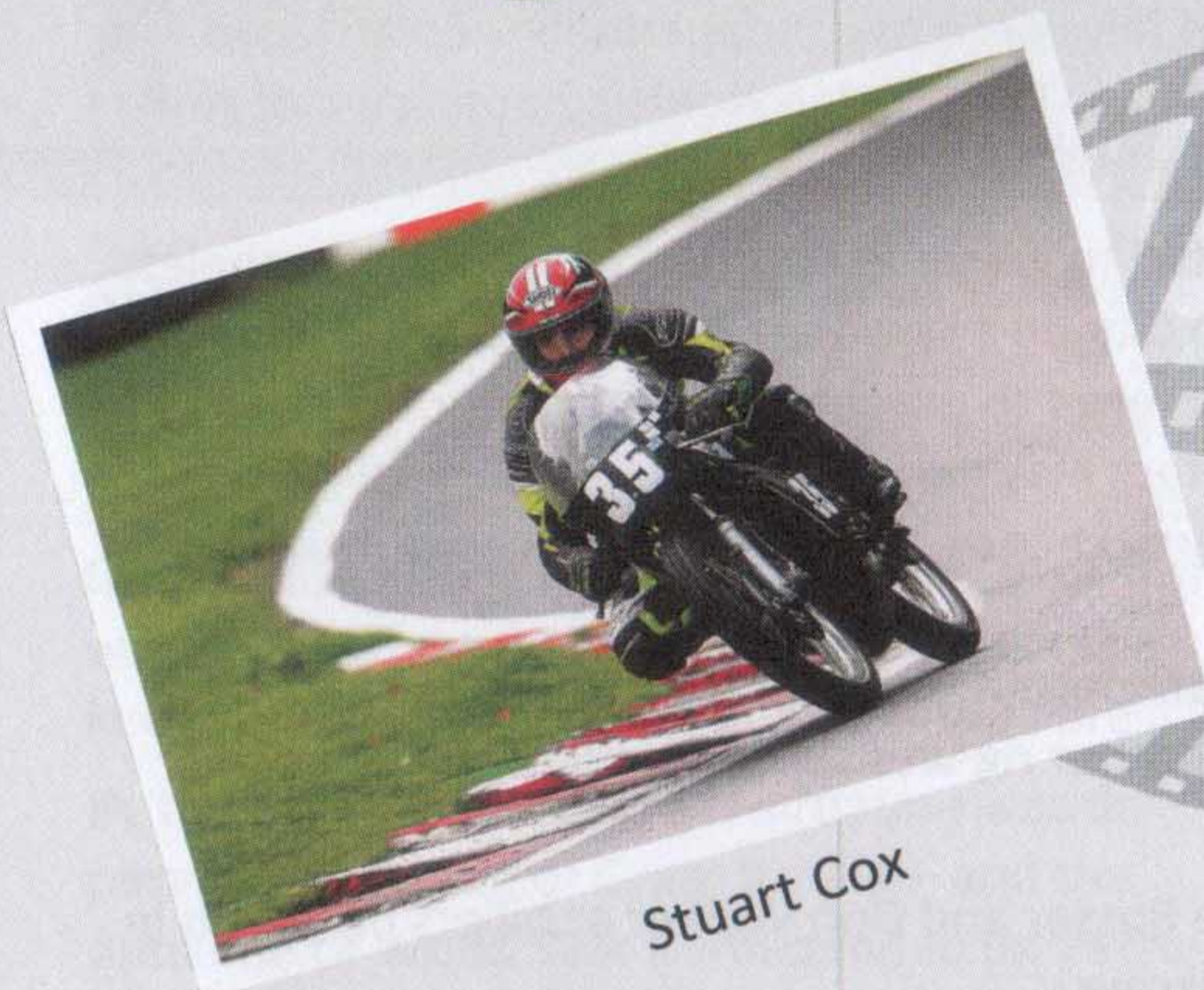
Without fanfare, the roughnecks returned to the United States and the families they had left a year before. Their mission and success remained secret until November 1944, when the Chicago Daily Tribune ran a story, “England’s Oil Boom,” on a back page.

Few took notice at the time.



Dedicated in 2001, an Oil Patch Warrior stands in Ardmore, Oklahoma. The bronze statue is an exact duplicate of one erected 10 years earlier near Nottinghamshire.

Rusty's final picture show



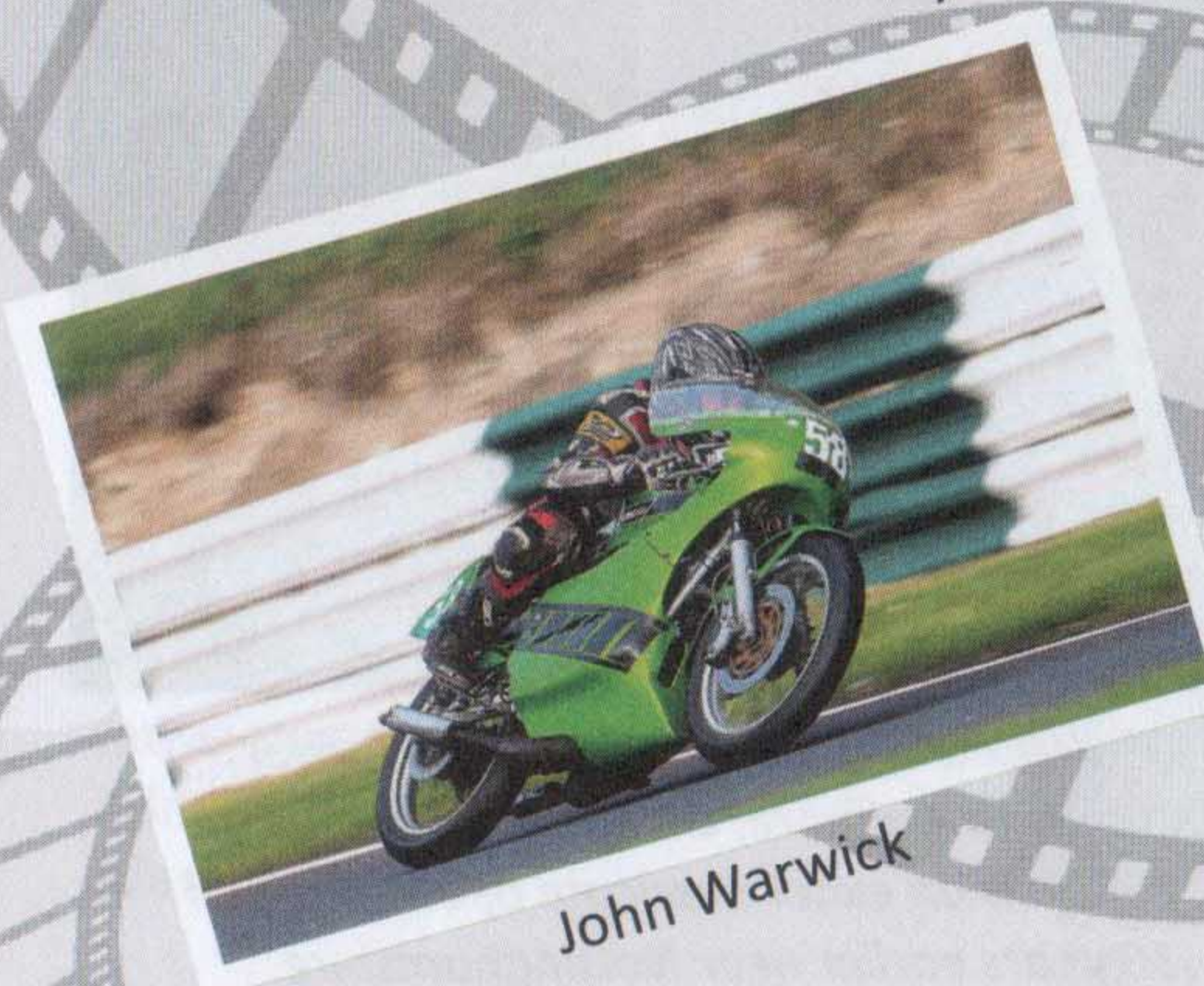
Stuart Cox



Martyn Jephcote



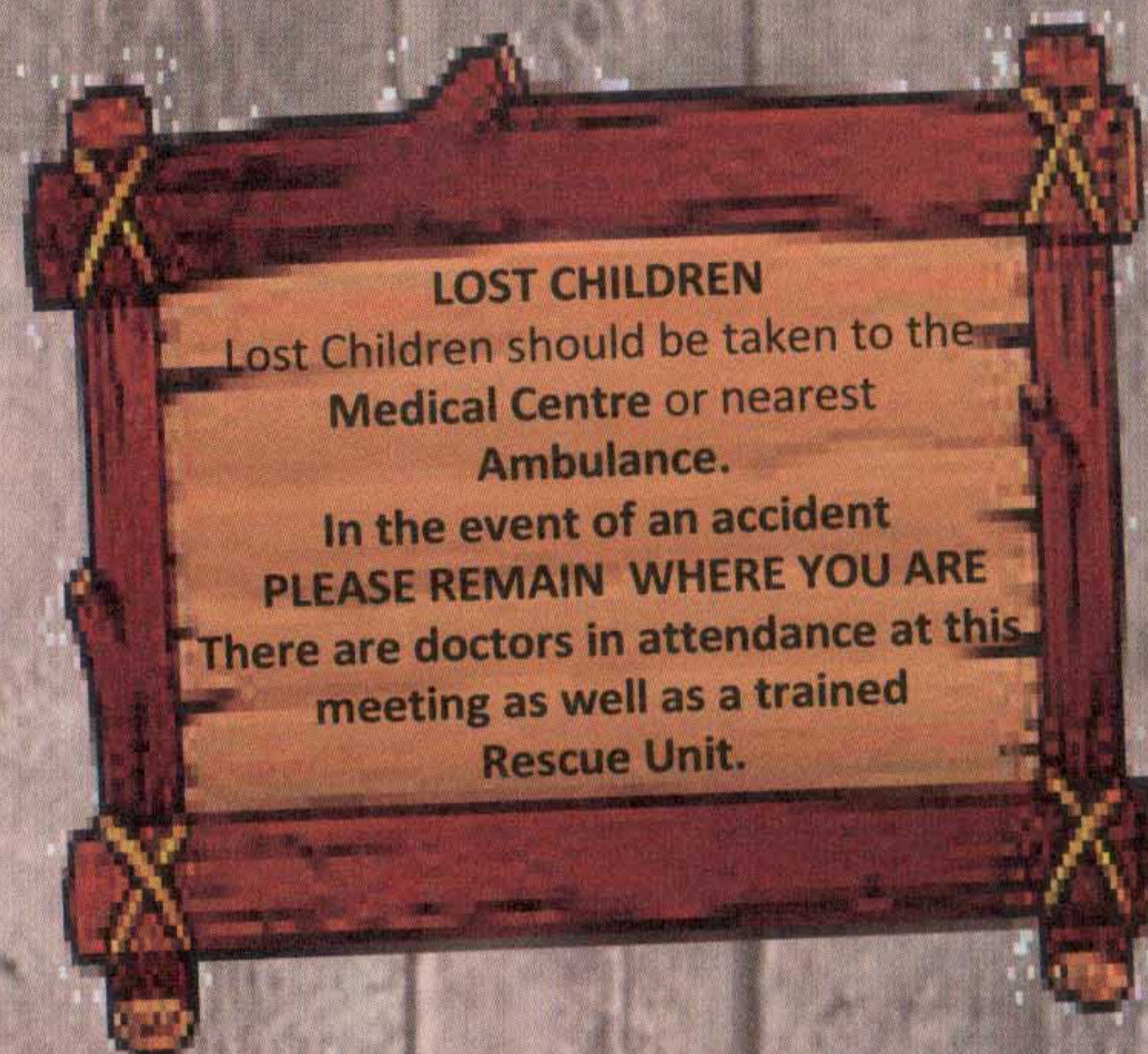
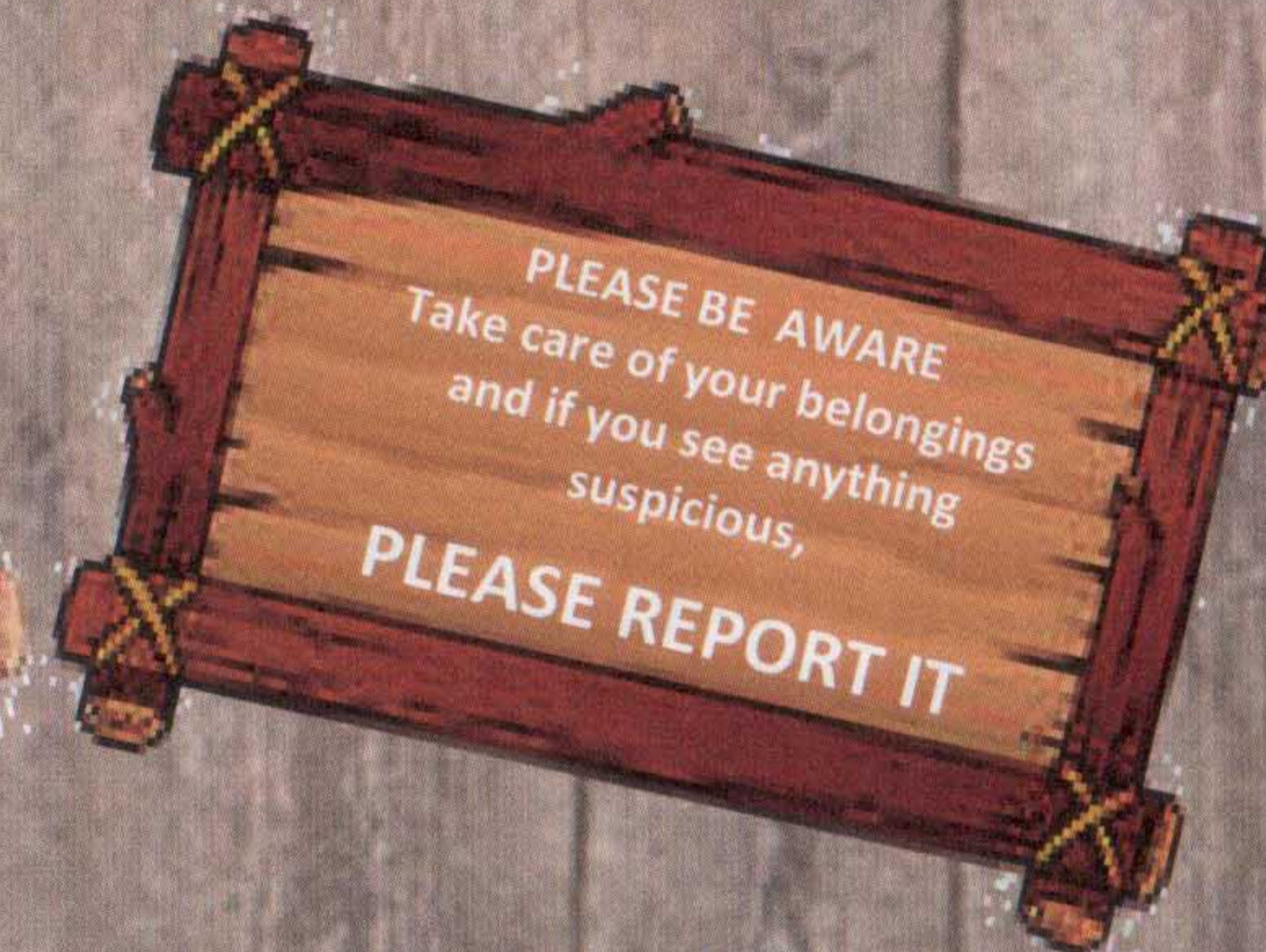
Tony Thirkell & Trevor Johnson



John Warwick



Mike Smith



Awards Ceremonies

Bike of the Meeting - (Awarded at Saturday Evening Prize Presentation)

Sponsored by Endurance Legends and selected by Technical Control

Parade bike of the Meeting (Awarded at Saturday Evening Prize Presentation)

Sponsored by Pewsey Eng. and selected by the CRMC Marshals

Rider of the Day (Awarded at Saturday Evening Prize Presentation)

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Practice 1,2,4,5,6,& 9.....Solo Motorcycles Practice 8.....Classic Sidecars

Race: 1	Pre 1986 125cc Machines	27
Race: 2	Classic 1300cc, Superbike 2 & Superstock	29
Parade A	Classic Solo Parade A	25
Qualifying	ACU Classic 500	
Lunch Interval	PR5 Lunchtime Parade for VJMC & NOC members	
Race: 3	Classic Sidecars	31
Race: 4	Classic 200cc, 250cc, 350cc Goldstars & Post Classic 250 A/c	33
Race: 5	Formula 750, Superbike 1 & Post Classic 750	35
Race: 6	Post Classic 500 Air Cooled & Post Classic 350 Grand Prix	37
Race: 7	Classic 500cc Grand Prix, Clubman & Goldstars	39
Race: 8	Production	41
Race: 9	ACU Classic 500	22
Parade B	Classic Solo Parade B	25
Race: 10	Classic 350 Twins, European & Riders over 55's	43
Race: 11	Pre 1986 125cc Machines	27
Race: 12	Classic 1300cc, Superbike 2 & Superstock	29
Race: 14	Classic Sidecars	31
Race: 15	Classic 200cc, 250cc, 350cc Goldstars & Post Classic 250 A/c	33
Race: 16	Formula 750, Superbike 1 & Post Classic 750	35
Race: 17	Post Classic 500 Air Cooled & Post Classic 350 Grand Prix	37
Race: 18	Classic 500cc Grand Prix, Clubman & Goldstars	39

7th April 2018

Qualifying 1	ACU Post Classic	
Parade C	Classic Solo Parade C	25
Race: 19	Production	41
Race: 20	Classic 350 Twins, European & Riders over 55's	43
Race: 21	Pre 1986 125cc Machines	27
Race: 22	Classic 1300cc, Superbike 2 & Superstock	29
Race: 23	Classic Sidecars	31
Race: 24	Classic 200cc, 250cc, 350cc Goldstars & Post Classic 250 A/c	33
Race: 25	Formula 750, Superbike 1 & Post Classic 750	35
Race: 26	Post Classic 500 Air Cooled & Post Classic 350 Grand Prix	37
Race: 27	Classic 500cc Grand Prix, Clubman & Goldstars	39
Race: 28	Production	41
Lunch Interval	PR5 Lunchtime Parade for VJMC & NOC members	
Race: 29	Classic 350 Twins, European, Goldstars & over 55's	43
Race: 30	Pre 1986 125cc Machines	27
Race: 31	Classic 1300cc, Superbike 2 & Superstock	29
Parade D	Classic Solo Parade D	25
Race: 32	ACU- Hercberg Post Classic	23
Race: 33	Classic Sidecars	31
Race: 34	Classic 200cc, 250cc, 350cc Goldstars & Post Classic 250 A/c	33
Race: 35	Formula 750, Superbike 1 & Post Classic 750	35
Race: 36	Post Classic 500 Air Cooled & Post Classic 350 Grand Prix	37
Race: 37	Classic 500cc Grand Prix, Clubman & Goldstars	39
Race: 38	Production	41
Race: 39	Classic 350 Twins, European, Goldstars & over 55's	43

The ACU Classic and Post Classic Championships burst into life at the CRMC's Castle Combe meeting this weekend, the first time the Classic Championships have visited "The Combe".



2018 Champion Joe Barton (106) leads Richard Molnar (25) & Lee Hodge (14)

If the 2018 is any guide, the ACU Classic 500 Championship race will have us on the edge of our seats and is one race not to be missed. It couldn't have been closer last year as the Championship went right down to the wire with just a single point separating winner Lee Hodge from runner up Joe Barton. And it wasn't a two-horse race either, there were five different winners from the seven rounds. This year most of the top 12 from 2018 are back to do battle and joining them are local ace Alex Sinclair on his Egli G50 and former 125 British Champion Daniel Cooper on a 350cc Honda.

Last year's ACU Post Classic Champion Joe Barton will be out to defend his title on George Parrot's Minnovation Racing P & M Kawasaki but will have to work hard to fend off the 2018 Championship runner up and team mate Lee Hodge also on a Minnovation Kawasaki. Third in 2018 was Rob Wittey riding his spectacular PDQ "sit up and beg" Kawasaki and likely to chase the Minnovation boys again this year.

The race is open to any pre 1986 machine registered with CRMC and as a result the variety of machines in this race enormous with no less than 12 different makes and models represented from 350cc to 1300cc, two strokes

and four strokes, air cooled and water cooled, European and Japanese, a great Pot-pourri of racing motorcycles. The winner of the ACU Post Classic Race will, in addition to the £500 first prize, receive the Peter Williams trophy commissioned in 2016 in honour of the engineering genius and former Norton factory racer who is now the CRMC's patron.

(Both photos courtesy Sport Pics)



Top three in the 2018 Championship
L-R Joe Barton, Lee Hodge & Rob Wittey

Race....9
ACU Classic 500cc
 Sponsors....Minnovation Racing & ACU
 12 Laps
 Distance 22.200 miles



No.	Rider (Entrant)	Town	Machine (Capacity)
10a	Pre 1973 500cc Grand Prix & Clubman		
6	Peter Bardell (Ripley Land)	Campton	Seeley G50 (500)
7	Nick Smith	Witley	Ducati (350)
8	Mark Cronshaw	Rossendale	Seeley G50 (500)
14	Lee Hodge	Ashford	Team Minnovation G50 (500)
15	Ian Wilkinson	Worcester	Honda (350)
20	Daniel Cooper (C-S-C Racing)	Stroud	Honda T-A-B (349)
21	Will Loder	Burbage	Team Minnovation G50 (500)
25	Richard Molnar (Molnar Precision Limited)	Preston	Molnar Manx (499)
35	Anthony Tuttle	Milton Keynes	Honda (350)
40	Alan Oversby	Carnforth	Ireland Honda (500)
42	Alexander Sinclair (Fox Classic Racing)	Swindon	Elgi G50 (500)
70	Harley Rushton	Ingleton	Craven Manx (500)
74	David Matravers	Taunton	Norton Manx (350)
77	Gary Freeman	Stoke-On-Trent	Honda (350)
100	Hefyn Owen	Chester	Honda (350)
106	Joe Barton	Wakefield	Team Minnovation G50 (500)
112	Pete Weston	Nottingham	Team Minnovation G50 (500)
113	Charles Murdoch	London	Honda (350)
136	Jamie Coward	Mytholmroyd	Craven Manx (500)

ACU Classic 500cc Championship

Sponsor: ACU & Minnovation Racing

1st	2nd	3rd	4th	5th
£500	£250	£125	£75	£50

First three finishers riding 350cc machines £200 £125 £75

Race Winners
 Champagne
 donated by
 Sally Russell



Race....32
ACU Post Classic....Peter Williams Trophy
 Sponsors....Hercberg International & ACU
 12 Laps
 Distance 22.200 miles

No.	Rider (Entrant)	Town	Machine (Capacity)
10c	All Pre 1987 bikes up to 1300cc		
4	Phil Atkinson	Culworth	Hercberg Suzuki (1100)
5	Stacey Killworth	Southend on Sea	BSK K100 (987)
7	Dave Seidel	Spilsby	Yamaha TZ (348)
14	Lee Hodge	Ashford	Team Minnovation P&M (1260)
28	Liam McCarter	Ashford	Yamaha TZ (350)
34	Malcolm Sampson	Bideford	Honda VFR (750)
42	Alexander Sinclair (Fox Classic Racing)	Swindon	Louigi Ducati (750)
47	John Hannaford	Cranfield	Yamaha TZ (350)
51	Paul Kirkby	Kinross	Yamaha (350)
55	Ben Kingham	Leighton Buzzard	BMW (987)
57	Stephen Denham	Sheffield	Suzuki (500)
69	Martin Forster	Alston	Kawasaki (750)
75	Antony Hart	Melton Mowbray	Yamaha (350)
77	Mark Foster	Daventry	Yamaha (599)
80	Trevor Moore	Melton Constable	Suzuki (673)
99	Martin Ingham (Oadby M/Cycle Services)	Melton Mowbray	Honda (750)
106	Joe Barton	Wakefield	Team Minnovation P&M (1260)
111	Ervin Wallace	Nottingham	Suzuki (1100)
125	Richard Molnar (Molnar Precision Limited)	Preston	Ducati (1199)
133	Mark West	Southampton	Rob North (750)
136	Jamie Coward	Mytholmroyd	Yamaha (350)
159	Jason Burrill	Bourne	Yamaha TZ (350)

ACU Post Classic Championship

Sponsor: ACU & Hercberg International

1st	2nd	3rd	4th	5th
£500	£250	£125	£75	£50

Race Winners
 Champagne
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No.	Rider (Entrant)	Town	Machine (CC)	A	B	C	D
p1	David King	Cullompton	Honda RS 125 (125)	1	1	x	x
p2	Eric Christan	Ely	Greeves Silverstone (250)	1	1	1	1
p3	Brian Gore	Parbold	Manx Norton (499)	1	1	1	1
p4	James Bates	Harlington	Ducati Pantah (499)	1	1	1	1
p5	Neil Kiddie	Dundee	Spondon Triumph (500)	1	1	1	1
p6	Jerry Fiford	New Malden	Honda CBR400RR (400)	1	1	x	x
p7	James Freeman	Stoke on Trent	Yamaha FZ (600)	1	1	1	1
p8	Harvey Swetnam	Stoke on Trent	Seeley G50 (496)	x	x	1	1
p8	Harvey Swetnam	Stoke on Trent	Molnar Manx (499)	1	1	x	x
p10	Neil Brailsford	Fareham	Seeley G50 (500)	1	1	x	x
p10	Neil Brailsford	Fareham	Seeley Commando (850)	x	x	1	1
p11	Mark Storer	Romsey	Manx Norton (500)	x	x	1	1
p12	Roger Cover	Bexhill-on-Sea	Yamaha FZ 600 (600)	1	1	1	1
p14	Martin Purvey	Norwich	Yamaha (250)	1	1	1	1
p15	Martin Brailsford	Fareham	Rob North (750)	x	x	1	1
p15	Martin Brailsford	Fareham	Ducati (249)	1	1	x	x
p21	Ian McGregor	Gretna Green	Kawasaki Z1100R (1089)	1	1	x	x
p27	Matthew Morgan	Hemel Hempstead	Ducati MK111 (250)	1	1	1	1
p28	John Nicholls	Nr Wrexham	Suzuki (750)	0	0	1	1
p29	Floyd Miles	Caerphilly	Suzuki T500 (492)	1	1	0	0
p29	Floyd Miles	Caerphilly	Ducati Mach1 (250)	0	0	1	1
p30	Shelley Pike	Colerne	Honda RC 30 (750)	1	1	0	0
p32	Nick Robinson	Birley Edge	Yamaha (400)	1	1	0	0
p32	Nick Robinson	Birley Edge	Rickman Honda (197)	0	0	1	1
p33	David Howard	Retford	Rob North Trident (750)	1	1	1	1
p34	Larry Barnes	Harwich	Rosman Honda K4 (349)	1	1	1	1
p43	Chris Smallbones	Branston	Honda (350)	1	1	1	1
p48	Alan Cavey	Hawkhurst	BSA Rocket 3 (750)	1	1	1	1
p49	Nigel Jacques	Devon	Ducati (349)	1	0	0	0
p49	Nigel Jacques	Devon	Matchless (647)	0	1	0	0
p50	Philip Godber	Church Broughton	Yamaha TZ (350)	1	1	0	0
p50	Philip Godber	Church Broughton	Spondon Yamaha (350)	0	0	1	1
p57	Roy Griggs	High Wycombe	Triumph Bonneville (750)	1	1	1	1
p68	Peter Esworthy	Horncastle	Yamaha (600)	1	1	0	0
p68	Peter Esworthy	Horncastle	Norton (350)	0	0	1	1
p72	Terry Parker	Cheltenham	Honda RS (125)	1	1	1	1
p74	Andy Bridgman	Kettering	Yamaha FZ (600)	1	1	1	1
p78	Richard Line	Earls Croome	Seeley G50 (496)	0	0	1	1
p87	Wayne Scholter	Nottingham	Manx Goldstar (500)	1	1	1	1
p88	Leslie Judkins	Burton Latimer	Ducati (350)	1	1	1	1
p96	Paul Wood	Norwich	P&M Kawasaki (1170)	1	1	1	1
p106	Ian Bezer	West Sussex	Greeves Silverstone (246)	1	1	1	1
p113	Graham Hemshall	Nr Retford	Moto Guzzi Seeley (500)	1	1	0	0
p113	Graham Hemshall	Nr Retford	Moto Guzzi Gambalunga (500)	0	0	1	1
p115	Kieran Ablitt	East Sussex	Honda CR750 (750)	1	1	1	1
p141	Andrew Key	Surrey	Honda CB (495)	1	1	1	1
p151	Martin New	Faringdon	Kawasaki (1000)	1	1	1	1
p159	David Catton	Aylesbury	Norton (490)	0	0	1	1
p163	Ian Cole	Bexhill-on-Sea	Yamaha FZ (600)	0	0	1	1
p222	Nicholas Austin	Kent	Honda (736)	1	1	1	1
p228	Roger Farris	Maidstone	Ducati (250)	1	1		

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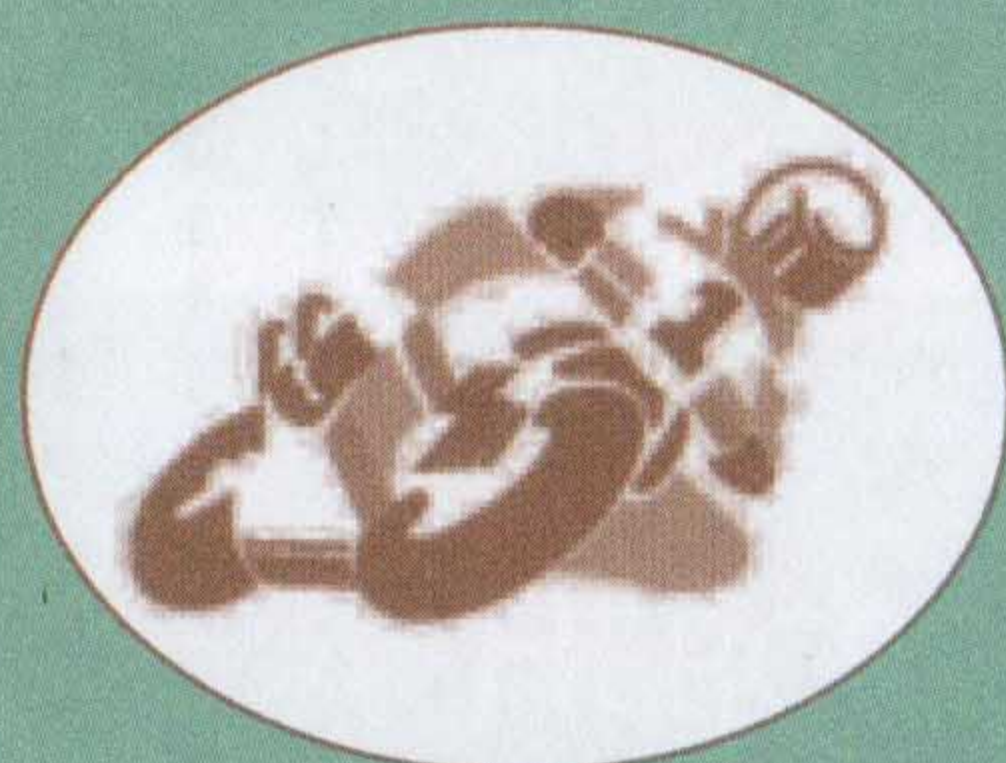


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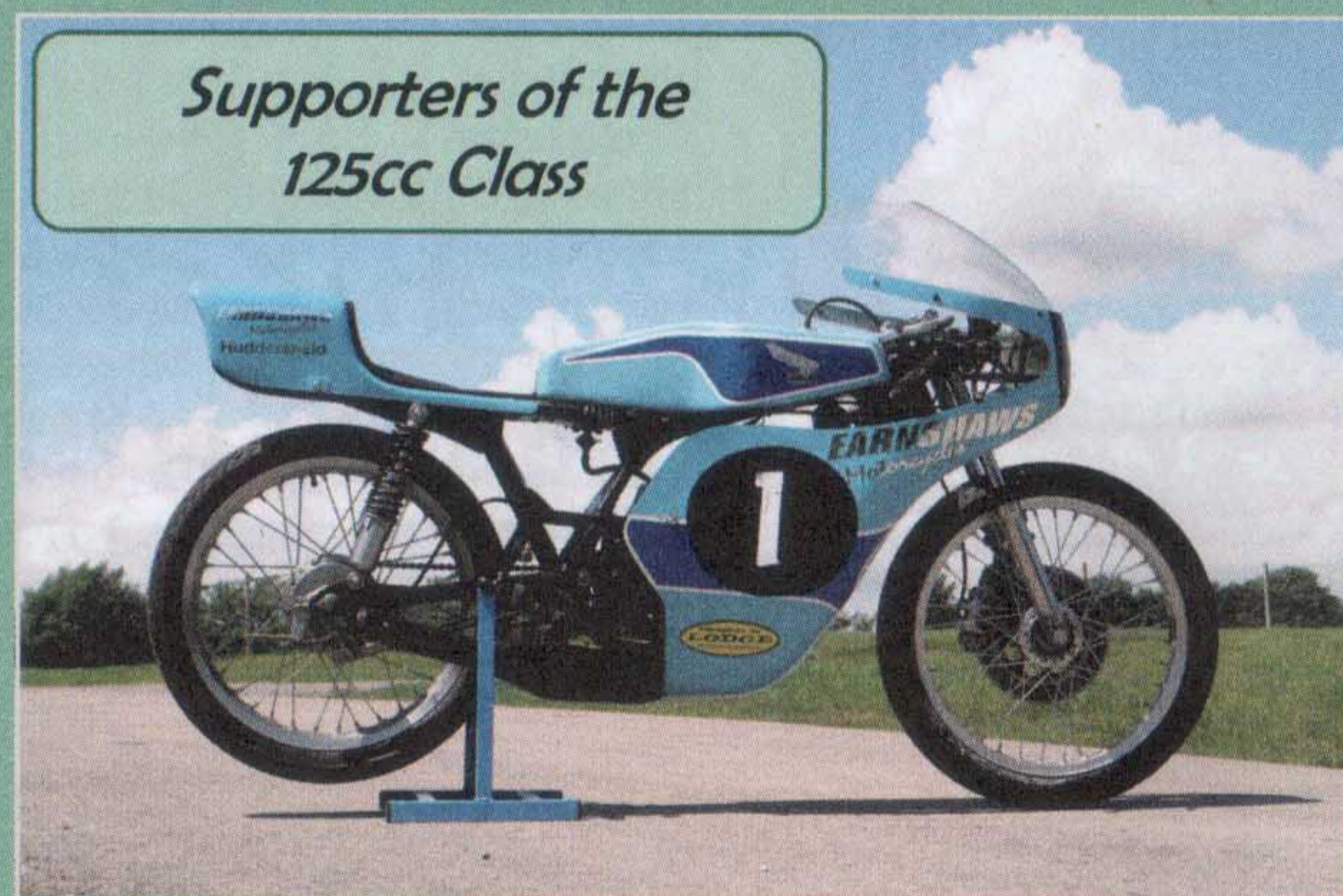
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Post Classic 125cc
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All Races....8 Laps....Distance 14.800 miles

No.	Rider (Entrant)	Town	Machine (CC)	1	11	21	30
9d	Pre 1982 Post Classic Piston Port	Holmfirth					
4	Jerry Lodge	Aberdare	Honda MT (125)	1	1	1	1
6	Robert Bowden	Dundee	Honda MT (125)	1	1	1	1
8	Robin Lamb	Spalding	Honda MT (125)	1	1	1	1
35	Stuart Cox	London	Honda MT (125)	1	1	1	1
44	Chris Bray	Huntingdon	Honda (125)	1	1	1	1
64	Mike McDonnell	Southampton	Yamaha (124)	1	1	1	1
68	Stephen Cross	Holmfirth	Honda (125)	1	1	1	1
69	Peter Roberts	Wellingborough	Honda (125)	1	1	1	1
88	Mark Handley	Huntingdon	Honda MT (125)	1	1	1	1
89	Richard Price	M Harborough	Honda (125)	1	1	1	1
97	Michael Judkins	Tamworth	Honda MT (125)	1	1	1	1
120	Christian Gunson		Honda MT (125)	1	1	1	1
9e	Pre 1987 Post Classic 125cc						
9	Russell Roebury	Worcester	Smith Honda (125)	1	1	1	1
10	Oliver Cooper	Sheffield	Honda RS (125)	1	1	1	1
13	Dean Edwards	Worcester	Honda (125)	1	1	1	1
15	Gareth Crew	Bracknell	Honda RS (125)	1	1	1	1
29	Reg Squire	Ebford	Honda (125)	1	1	1	1
37	Ashley Beckett	Spalding	Honda RS (125)	1	1	1	1
43	Phil Atkinson	Culworth	Honda RS (125)	1	1	1	1
56	Graham Ashley	Sandiacre	Honda RS (125)	1	1	1	1
58	Alan Major	Ipswich	Honda RS (125)	1	1	1	1
59	Nicholas Kennett	Romney Marsh	Honda (125)	1	1	1	1
71	James Blackmore	Cranbrook	Honda RS (125)	1	1	1	1
75	Mark Way	Bexhill on Sea	Honda RS (125)	1	1	1	1
101	Scott Harris	Bristol	Honda RS (125)	1	1	1	1



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Races....2-12-22-31

Classic 1300cc, Superbike 2 & Superstock
Sponsors...Classic Racer Syndicate, Louigi Moto
& SDS Mot Station

All Races....8 Laps....Distance 14.800 miles

No.	Rider (Entrant)	Town	Machine (Capacity)	2	12	22	31
7c	Pre 1973 1300cc Clubman						
8	Kevin Van de Worp	Isle of Sheppy	Moto Guzzi (1120)	1	1	1	1
12	Nicholas Foster	Bleadon	Rickman Metisse (750)	1	1	1	1
133	Mark West	Southampton	Rob North (750)	1	1	1	1
8a	Pre 1987 1300cc Superbikes						
5	Stacey Killworth	Southend on Sea	BSK K100 (987)	1	1	1	1
14	Lee Hodge	Ashford	Minnovation P&M (1260)	1	1	1	1
19	Gordon Clark	Tring	Suzuki (1127)	1	1	1	1
33	Andy Pike	Loughborough	Ducati (750)	1	1	1	1
34	Malcolm Sampson	Bideford	Honda VFR (750)	1	1	1	1
42	Alexander Sinclair (Fox Racing)	Swindon	Louigi Ducati (750)	1	1	1	1
55	Ben Kingham	Leighton Buzzard	BMW (987)	1	1	1	1
57	Stephen Denham	Sheffield	Suzuki (500)	1	1	1	1
61	Gary Ryan	Verwood	Kawasaki (1170)	1	1	1	1
75	Antony Hart	Melton Mowbray	Kawasaki (1260)	1	1	1	1
106	Joe Barton	Wakefield	Minnovation P&M (1260)	1	1	1	1
111	Ervin Wallace	Nottingham	Suzuki (1100)	1	1	1	1
125	Richard Molnar (Molnar Precision)	Preston	Ducati (1199)	1	1	1	1
142	Chris Firmin	Padstow	Moto Guzzi (1064)	1	1	1	1
266	James Fisher	York	Honda (1047)	1	1	1	1
8k	Pre 1987 750cc Superstock						
23	Simon Bastow	Batley	Suzuki GSXR (750)	1	1	1	1
24	Simon Owen	Dover	Suzuki (750)	1	1	1	1
25	Stephen Wimble	New Romney	Yamaha FZ (749)	1	1	1	1
28	Liam McCarter	Ashford	Suzuki GSXR (750)	1	1	1	1
29	Derek Cripps	Romney Marsh	Suzuki (750)	1	1	1	1
30	Steven Panter	Holme Pierrepont	Yamaha (748)	1	1	1	1
31	Robert Cook	Harwich	Suzuki GSXR (750)	1	1	1	1
34	Malcolm Sampson	Bideford	Honda VFR (750)	1	1	1	1
35	James Vigurs	Maidstone	Kawasaki GPX (748)	1	1	1	1
37	Paul Keohane	Hilperton	Suzuki GSXR (749)	1	1	1	1
43	Wayne Axon	Weston super	Honda VFR (750)	1	1	1	1
58	John Warwick	Mare	Yamaha (750)	1	1	1	1
60	John Smith	Mansfield	Suzuki Demar (749)	1	1	1	1
65	Dan Baker	New Waltham	Honda (748)	1	1	1	1
68	Stephen Cross	Dewsbury	Suzuki (750)	1	1	1	1
69	Martin Forster	Southampton	Kawasaki (750)	1	1	1	1
74	Gavin Heggs (RAFMSA)	Alston	Honda (750)	1	1	1	1
81	Adam Reeves	RAF Waddington	Suzuki (750)	1	1	1	1
88	Mike Gilson	Chatham	Honda (748)	1	1	1	1
97	Michael Judkins	Newton Abbot	Honda VFR (750)	1	1	1	1
99	Martin Ingham (Oadby M/cycles)	Mkt.Harborough	Honda (750)	1	1	1	1
148	Richard Rowe	Melton Mowbray	Honda (748)	1	1	1	1
161	David Williams	Leamington Spa	Honda VFR (750)	1	1	1	1
165	Ian Butcher	Sudbury	Suzuki (749)	1	1	1	1
308	Steven Hampton	Cornwall	Honda VFR (750)	1	1	1	1

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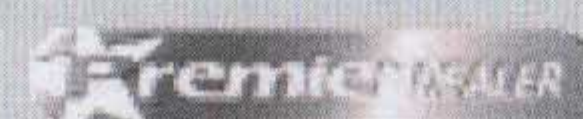
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Races....3-14-23-33

Classic Sidecars

Race Sponsors...Brian Gray Powerbiking
& Doug Perkins

All Races....8 Laps....Distance 14.800miles

No.	Rider (Entrant)	Town	Machine (CC)	3	14	23	33
1a	Pre 1973 750cc Standard						
55	Rodney Chapman & Darren Chapman	Dovercourt & Dovercourt	Triumph (750)	1	1	1	1
80	Steve Mann & Philip Wade	Milton Keynes & Leighton Buzzard	MRE Yamaha (750)	1	1	1	1
1b	Pre 1973 750cc Short Stroke						
8	Jon Perkins & Ian Nickels	Kettering & Swindon	DKW Junior (750)	1	1	1	1
1c	Pre 1973 1300cc						
0	Ian Ashley & Roy Cunningham	Bicester & South Benfleet	BMW (999)	1	1	1	1
24	Tony Thirkell & Trevor Johnson	Thirsk & Rochester	MRE BMW (1070)	1	1	1	1
33	Ian Johnson & Kevin Roughan	Farnborough & Horsham	MRE Imp (1200)	1	1	1	1
72	Ian Champ & Andrew Jones	Clacton on Sea & Plymouth	Norton Commando (827)	1	1	1	1
76	Doug Street & Andrew Street	Hatfield & Hatfield	MRE Imp (998)	1	1	1	1
94	Phil Luhr & Sharon Reeves	Feltham & Chesterfield	Windle IMP (1040)	1	1	1	1
96	Richard Holmes & Peter Allebone	Holland on Sea & Wellingborough	SAAB Lynx (841)	1	1	1	1
118	Grant Tapsell & Ian Tapsell	Earl Shilton & Coulsdon	MRE P&M Triumph (930)	1	1	1	1
147	David Lissaman & Mark Leeton	Oakham & Stamford	Moore speed BMW (1070)	1	1	1	1
197	Adrian Dawson & Bob Dawson	York & York	BMW (1070)	1	1	1	1
1d	Post 1972 750cc Sidecar						
77	Steve Brooks & Samantha Hesbrook	Winsford & Newport	Heys Suzuki (500)	1	1	1	1

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Vintage Japanese Motorcycle Club



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Races....4-15-24-34
Classic 200cc, 250cc, 350cc Goldstars & Post Classic 250 Air Cooled
Race Sponsors...Vintage Japanese Motorcycle Club
& Molnar Precision
All Races....8 Laps....Distance 14.800 miles

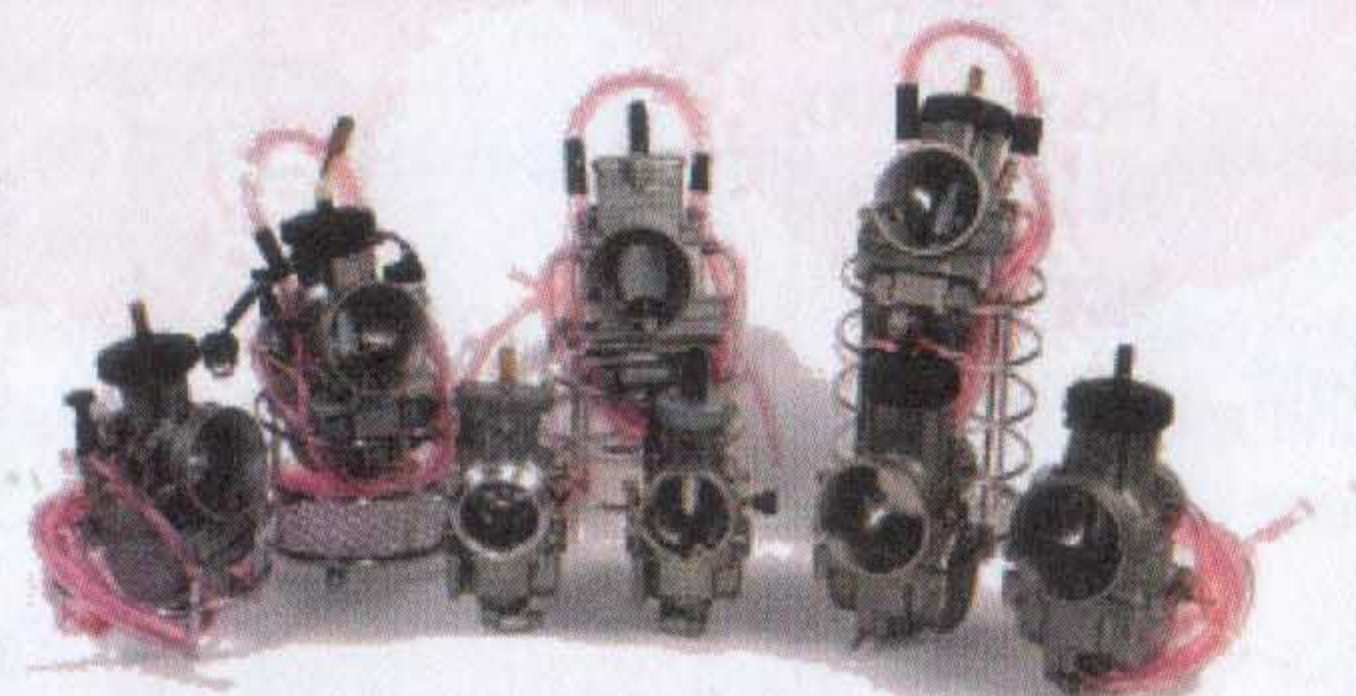
No.	Rider (Entrant)	Town	Machine (CC)	4	15	24	34
2a	Pre 1973 200cc Four Stroke						
10	Richard Cheetham	Sheffield	Honda (200)	1	1	1	1
17	Geoff Brown	Sheffield	Honda (197)	1	1	1	1
22	Peter Henwood	Sheffield	Honda (198)	1	1	1	1
30	Terence Williamson	Theorchy	Honda (200)	1	1	1	1
31	Roy Hook	Wilstead	Honda (174)	1	1	1	1
33	Karen Line	Earls Croome	Honda (175)	1	1	1	1
53	Martin Dyke	Sutton in Ashfield	Honda (200)	1	1	1	1
130	James Williamson	Oxshott	Honda (200)	1	1	1	1
3a	Pre 1973 250cc European						
7	Nick Smith	Witley	Ducati (250)	1	1	1	1
9	Iain Green	Wotton-u-Edge	Invicta Arrow (247)	1	1	1	1
28	Paul Biddulph	Telford	Honda (250)	1	1	1	1
80	Bob Warren	Folkestone	Saxon Ducati (249)	1	1	1	1
111	Stuart McDonald	Gorebridge	Bultaco (250)	1	1	1	1
113	Charles Murdoch	London	Honda (250)	1	1	1	1
128	Roger Farris	Maidstone	Greeves Silverstone (250)	1	1	1	1
4d	Pre 1973 350cc BSA Goldstars						
43	Gary Watts	Hants	BSA Goldstar (350)	1	1	1	1
63	Gary Abbott	Chelmsford	BSA Goldstar (350)	1	1	x	x
89	Richard Price	Huntingdon	BSA Goldstar (350)	1	1	1	1
142	Steven Hands	Nottingham	BSA Goldstar (350)	1	1	1	1
191	Barry Mason	New Barnet	Goldstar BSA (350)	1	1	1	1
8h	Pre 1982 250cc Air Cooled						
0	Jeremy Longland	Banbury	Suzuki X7 (250)	1	1	1	1
25	Graeme Acott	Moggerhanger	Suzuki X7 (250)	1	1	1	1
58	John Warwick	Mansfield	Yamaha (250)	1	1	1	1
59	Jason Burrill	Bourne	Yamaha TD2 (250)	1	1	1	1
71	Michael Rudd (RAFMSA)	RAF Waddington	Suzuki X7 (250)	1	1	1	1
74	Gavin Heggs (RAFMSA)	RAF Waddington	Yamaha (250)	1	1	1	1
86	Andrew Thornton	Wolverhampton	Suzuki (250)	1	1	1	1
97	Jeffrey Smith	Grimsby	Bridgestone (195)	1	1	1	1
157	Symon Woodward	Coalville	Yamaha RD (250)	1	1	1	1



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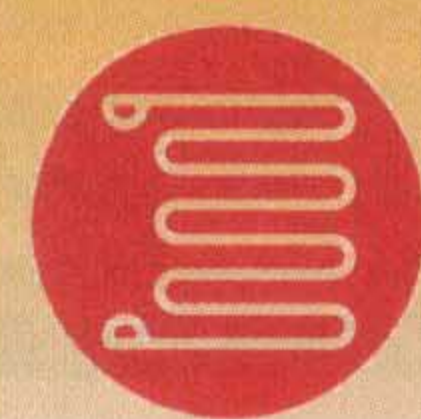
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Races....5-16-25-35
Formula 750, Superbike 1 & Post Classic 750
Race Sponsors...Three Bears Syndicate
& Allens Performance
All Races....8 Laps....Distance 14.800 miles

No.	Rider (Entrant)	Town	Machine (CC)	5	16	25	35
6a Classic Formula 750cc							
0	Jeremy Longland	Banbury	Rob North Trident (750)	1	1	x	x
26	Tim Woolley	Cardigan	Rob North Rocket 3 (750)	1	1	1	1
151	Richard Aldous	Norwich	Triumph (750)	1	1	1	1
8c Superbike 1 & Post Classic 750							
1	Dean Edwards	Hemel Hempstead	P&M Kawasaki (1260)	1	1	1	1
3	Richard Simpson	Snodland	Yamaha (600)	1	1	1	1
10	Richard Llewellyn	Warmley	Ducati (500)	1	1	1	1
12	Mike Pennell (Everquip Racing)	Barton u Humber	Yamaha YPVS (350)	1	1	1	1
14	Lee Hodge	Ashford	Minnovation TZ (750)	1	1	1	1
17	Danny Imberg	Flitwick	Witty Pantah (750)	1	1	1	1
29	Derek Cripps	Romney Marsh	Yamaha (386)	1	1	1	1
30	Steven Panter	Holme Pierrepont	Yamaha (599)	1	1	1	1
32	Geoff Knight	York	Yamaha FZ (599)	1	1	1	1
42	Alexander Sinclair (Fox Racing)	Swindon	Louigi Ducati (750)	1	1	1	1
46	Jeremy Hole	Bristol	Ducati (748)	1	1	1	1
51	Ian Stanley	Nottingham	Yamaha FZ (599)	1	1	1	1
66	Andrew Pomeroy	Daventry	Yamaha (599)	1	1	1	1
77	Mark Foster	Daventry	Yamaha (599)	1	1	1	1
80	Trevor Moore	Melton Constable	Suzuki (673)	1	1	1	1
106	Joe Barton	Wakefield	Minnovation Honda (444)	1	1	1	1
130	Andy Bartlett	Worcester	Laverda (981)	1	1	1	1
133	Mark West	Southampton	Rob North (750)	1	1	1	1
162	Darren Cooper	Nottingham	Yamaha (600)	1	1	1	1
198	William Paget	Thaxted	Yamaha FZ (599)	1	1	1	1
199	John Paget	Halstead	Yamaha FZ (600)	1	1	1	1



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Races....6-17-26-36
Post Classic 500 Air Cooled & Post Classic 350 Grand Prix
Race Sponsors....Classic Fuel Solutions & Strainsense

All Races....8 Laps....Distance 14.800 miles

No.	Rider (Entrant)	Town	Machine (Capacity)	6	17	26	36
8d	500cc Air Cooled						
0	Jeremy Longland	Banbury	Suzuki X7 (250)	X	X	1	1
10	Richard Llewellyn	Warmley	Ducati (500)	1	1	1	1
13	Gary May	Newbury	Seeley Suzuki (500)	1	1	1	1
27	Trevor Johns	Horndon on the Hill	Suzuki (492)	1	1	1	1
32	Rob Jones	Ilford	Honda Single (500)	1	1	1	1
37	Paul Keohane	Hilpertown	Ducati Pantah (499)	1	1	1	1
39	Michael Bevan	Kilgetty	Honda XL (497)	1	1	1	1
41	Mark George (EVO-AIR)	Huntingdon	Ducati Pantah (500)	1	1	1	1
57	Richard Dobson	Bradford on Avon	Honda (460)	1	1	1	1
58	John Warwick	Mansfield	Kawasaki (500)	1	1	1	1
59	Brian Smith-Shaw	Wickford	Yamaha (430)	1	1	1	1
64	Nick Jenkins	Southampton	Suzuki (500)	1	1	1	1
102	Andrew Widdowson	Nottingham	Suzuki (399)	1	1	1	1
131	Andrew Jones	Plymouth	Honda (460)	1	1	1	1
134	Oliver Bingham	Doncaster	Yamaha SR (499)	1	1	1	1
157	Symon Woodward	Coalville	Yamaha RD (400)	1	1	1	1
158	Sam Woodfield	Christchurch	Thersby Ducati (499)	1	1	1	1
171	Stephen Jones	Plymouth	Ducati (499)	1	1	1	1
9a	250/350Grand Prix						
8	Robin Lamb	Dundee	Yamaha TZ (349)	1	1	1	1
17	Duncan Fitchett	Swindon	Yamaha Simpson (350)	1	1	1	1
28	Liam McCarter	Ashford	Yamaha TZ (350)	1	1	1	1
43	Phil Atkinson	Culworth	Yamaha TZ (350)				
51	Paul Kirkby	Kinross	Yamaha (350)	1	1	1	1
54	Eric Gorridge	St Leonards on Sea	Yamaha (349)	1	1	1	1
75	Antony Hart	Melton Mowbray	Yamaha (350)	1	1	1	1
136	Jamie Coward	Mytholmroyd	Yamaha (350)	1	1	1	1
159	Jason Burrill	Bourne	Yamaha TZ (350)	1	1	1	1
166	Robert Bowden	Aberdare	Yamaha TZ (350)	1	1	1	1
9b	Riders over 55yrs						
6	Derek Skinner	Spilsby	Yamaha (347)	1	1	1	1
7	Dave Seidel	Spilsby	Yamaha TZ (348)	1	1	1	1
36	Roy Chapman	Monmouth	Yamaha (350)	1	1	1	1
44	Simon Collins	Tetbury	Maxton (347)	1	1	1	1
47	John Hannaford	Cranfield	Yamaha TZ (350)	1	1	1	1

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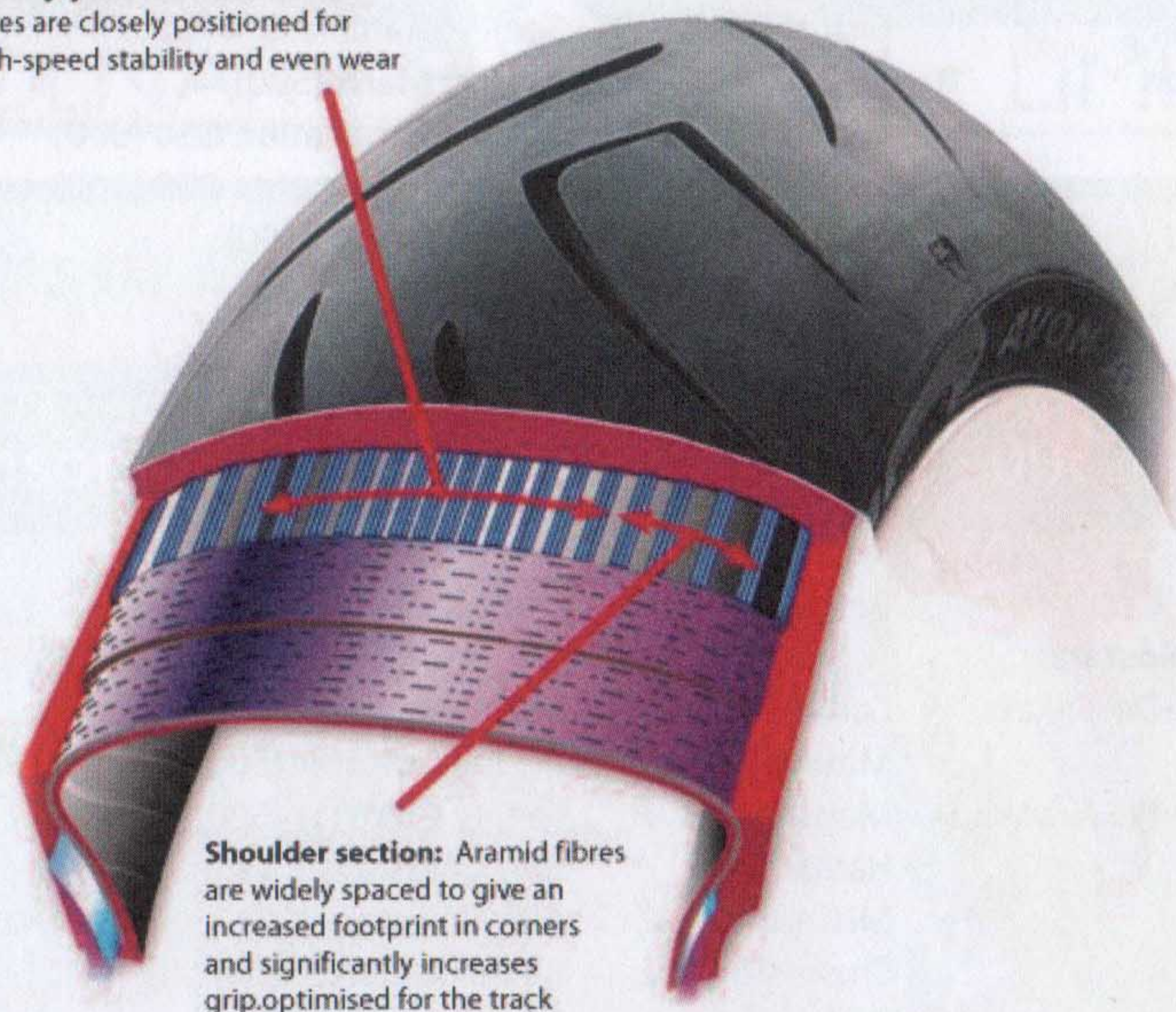
Races....7-18-27-37
Classic 500cc GP & Clubman, Over 55's & 500cc Goldstars
Sponsors...Norton Owners Club, Molnar Precision
& CRMC
All Races....8 Laps....Distance 14.800 miles

No.	Rider (Entrant)	Town	Machine (Capacity)	7	18	27	37
5a	500cc G. Prix & Clubman						
6	Peter Bardell (Ripley Land)	Campton	Seeley G50 (500)	1	1	1	1
7	Duncan Fitchett	Swindon	Norton Manx (500)	1	1	1	1
8	Mark Cronshaw	Rosendale	Seeley G50 (500)	1	1	1	1
12	Steve Radakovic	Berkhamstead	Norton Manx (499)	1	1	1	1
14	Lee Hodge	Ashford	Team Minnovation G50 (500)	1	1	1	1
21	Will Loder	Burbage	Team Minnovation G50 (500)	1	1	1	1
25	Richard Molnar (Molnar Ltd)	Preston	Molnar Manx (499)	1	1	1	1
27	David Madsen-Mygdal (C-S-C Racing)	Isle of Man	Honda CB (498)	1	1	1	1
29	Harry Buckle	Baltonsborough	Norton Manx (499)	1	1	1	1
33	Pete Gibson	Anglesey	Honda CB500 (500)	1	1	1	1
40	Alan Oversby	Carnforth	Ireland Honda (500)	1	1	1	1
42	Alexander Sinclair (Fox Racing)	Swindon	Egli G50 (500)	1	1	1	1
51	Arthur Browning	Birmingham	Seeley Matchless (498)	1	1	1	1
70	Harley Rushton	Ingleton	Craven Manx (500)	1	1	1	1
106	Joe Barton	Wakefield	Team Minnovation G50 (500)	1	1	1	1
112	Pete Weston	Nottingham	Team Minnovation G50 (500)	1	1	1	1
136	Jamie Coward	Mytholmroyd	Craven Manx (500)	1	1	1	1
5b	Riders over 55						
11	Tony Raynor	Cheshire	Honda Drixton (500)	1	1	1	1
39	Michael Bevan	Kilgetty	Seeley G50 (497)	1	1	1	1
50	Stefan Wiecezorek	Mansfield	BSA Goldstar (500)	1	1	1	1
55	Antony Nicholls	Isle of Man	Summerfield Manx (499)	1	1	1	1
110	Paul Rogers	Nottingham	Seeley Matchless (500)	1	1	1	1
134	Paul Potter	Betchworth	BSA (500)	1	1	1	1
5c	500cc BSA Goldstars						
3	Michael Nash-De-Villiers	Canvey Island	BSA (500)	1	1	1	1
5	Mark Woods	Maulden	Seeley Goldstar (500)	1	1	1	1
36	Adrian Armson (Dale Wilkinson)	Mansfield W/H	Seeley Goldstar (500)	1	1	1	1
43	Gary Watts	Hants	BSA Goldstar (500)	1	1	1	1
60	Jon Luke	Misterton	BSA Goldstar (498)	1	1	1	1
63	Gary Abbott	Chelmsford	Bayle Goldstar (500)	1	1	1	1
66	Robert Coley	Walsall	BSA Goldstar (500)	1	1	1	1
133	Steven Hands	Nottingham	BSA Goldstar (500)	1	1	1	1
142	Andy Pike	Loughborough	Manx Goldstar (500)	1	1	1	1
165	Robert Knoyle	Colerne	BSA GS (500)	1	1	1	1
191	Barry Mason	New Barnet	Goldstar BSA (500)	1	1	1	1

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Races....8-19-28-38
Pre-1987 Production
Race Sponsors....Avon Tyres

All Races....8 Laps....Distance 14.800 miles

No.	Rider (Entrant)	Town	Machine (Capacity)	8	19	28	38
8e	Pre 1987 Production to 1300						
1	Alan Cooper	Nottingham	Yamaha (600)	1	1	1	1
3	Richard Simpson	Snodland	Yamaha (600)	1	1	1	1
4	Dominic Clegg	South Milford	Yamaha FZ (600)	1	1	1	1
5	Mark Woods	Maulden	Yamaha FZ (600)	1	1	1	1
7	Martin Ratcliffe	Flitwick	Yamaha (600)	1	1	1	1
9	Richard Line	Earls Croome	Yamaha FZ (599)	1	1	1	1
13	Dean Edwards	Worcester	Yamaha (600)	1	1	1	1
14	Mike Pennell (Everquip Racing)	Barton Upon Humber	Yamaha FZ (600)	1	1	1	1
17	Danny Imberg	Flitwick	Ducati Paso (750)	1	1	1	1
18	Tim Eden	Harleston	Yamaha (600)	1	1	1	1
25	Stephen Wimble	New Romney	Yamaha FZ (600)	1	1	1	1
28	Alan Brooks	Basildon	Yamaha (599)	1	1	1	1
29	Derek Cripps	Romney Marsh	Yamaha (599)	1	1	1	1
30	Steven Panter	Holme Pierrepont	Yamaha (599)	1	1	1	1
32	Geoff Knight	York	Yamaha FZ (599)	1	1	1	1
34	Malcolm Sampson	Bideford	Yamaha XJ (599)	1	1	1	1
35	James Vigurs	Maidstone	Yamaha FZ (599)	1	1	1	1
36	Adrian Armson (Dale Wilkinson)	Mansfield Woodhouse	Yamaha YPVS (54)	1	1	1	1
37	Ashley Beckett	Spalding	Yamaha FZ (600)	1	1	1	1
51	Ian Stanley	Nottingham	Yamaha FZ (599)	1	1	1	1
58	John Warwick	Mansfield	Yamaha (600)	1	1	1	1
61	David Williams	Sudbury	Yamaha (600)	1	1	1	1
63	Angela Cragg	Appleby	Yamaha FZ (600)	1	1	1	1
66	Andrew Pomeroy	Daventry	Yamaha (599)	1	1	1	1
68	Stephen Cross	Southampton	Yamaha (600)	1	1	1	1
70	David Crampton	Sherburn in Elmet	Yamaha (600)	1	1	1	1
71	Michael Rudd (RAFMSA)	RAF Waddington	Yamaha XJ (600)	1	1	1	1
72	Jason Redfearn	Nottingham	Yamaha (600)	1	1	1	1
77	Mark Foster	Daventry	Yamaha (599)	1	1	1	1
81	Adam Reeves	Chatham	Yamaha (600)	1	1	1	1
89	Mike Wale	Leicester	Yamaha (599)	1	1	1	1
114	Paul Meadows	Betchworth	Yamaha FZ (600)	1	1	1	1
119	Mark Roxbrough	Everton	Suzuki (599)	1	1	1	1
144	Richard Justice	Rochester	Yamaha (598)	1	1	1	1
158	Sam Woodfield	Christchurch	Yamaha XJ (598)	1	1	1	1
162	Darren Cooper	Nottingham	Yamaha (600)	1	1	1	1
198	William Paget	Thaxted	Yamaha FZ (599)	1	1	1	1
199	John Paget	Halstead	Yamaha FZ (600)	1	1	1	1



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Races....10-20-30-39
Classic 350 Twins, European & Riders over 55's
Race Sponsors...Minnovation Racing
& Davies Motorsport
All Races....8 Laps....Distance 14.800 miles

No.	Rider (Entrant)	Town	Machine (CC)	10	20	30	39
4a	Pre 1973 350cc European						
1	Richard Molnar (Molnar Precision Ltd)	Preston	Molnar Manx (349)	1	1	1	1
7	Nick Smith	Witley	Ducati (350)	1	1	1	1
8	Mark Cronshaw	Rossendale	Seeley 7R (350)	1	1	1	1
14	Lee Hodge	Ashford	Minnovation 7R (350)	1	1	1	1
21	Will Loder	Burbage	Greeves (350)	1	1	1	1
63	Angela Cragg	Appleby	Manx Norton (350)	1	1	1	1
72	Shelley Pike	Colerne	Ducati (340)	1	1	1	1
74	David Matravers	Taunton	Norton Manx (350)	1	1	1	1
106	Joe Barton	Wakefield	Minnovation 7R (350)	1	1	1	1
114	Paul Meadows	Betchworth	BSA (350)	1	1	1	1
4b	Pre 1973 350cc.. Riders over 55						
4	Martyn Jephcote	Nuneaton	Honda (350)	1	1	1	1
5	Mark Woods	Maulden	Honda Drixton (350)	1	1	1	1
10	Richard Cheetham	Sheffield	Honda (200)	1	1	1	1
12	Nicholas Foster	Bleadon	Honda (350)	1	1	1	1
18	Peter Heartfield	Haywards Heath	Honda (350)	1	1	1	1
27	Alan Smallbones	Branston	Honda (350)	1	1	1	1
28	Paul Biddulph	Telford	Honda (350)	1	1	1	1
32	Rob Jones	Ilford	Honda Twin (350)	1	1	1	1
35	Anthony Tuttle	Milton Keynes	Honda (350)	1	1	1	1
41	Mark George (EVO-AIR)	Huntingdon	Dunnell Manx (350)	1	1	1	1
44	Simon Collins	Tetbury	Honda (350)	1	1	1	1
47	Gary Varnam	Nr Grantham	Honda (350)	1	1	1	1
97	Jeffrey Smith	Grimsby	Honda (350)	1	1	1	1
4c	Pre 1973 350cc Twin Cylinder						
3	Dean Johnson	Coalville	Honda (350)	1	1	1	1
9	Russell Roebury	Worcester	Roebury Honda (350)	1	1	1	1
15	Ian Wilkinson	Worcester	Honda (350)	1	1	1	1
17	Craig Neve	Immingham	Honda K4 (350)	1	1	1	1
20	Daniel Cooper (C-S-C Racing)	Stroud	Honda T-A-B (349)	1	1	1	1
33	Pete Gibson	Anglesey	Honda K4 (350)	1	1	1	1
42	Alexander Sinclair (C-S-C Racing)	Swindon	Honda Drixton (349)	1	1	1	1
70	Harley Rushton	Ingleton	Craven Honda (350)	1	1	1	1
77	Gary Freeman	Stoke-On-Trent	Honda (350)	1	1	1	1
100	Hefyn Owen	Chester	Honda (350)	1	1	1	1
119	Mark Roxbrough	Everton	Honda (350)	1	1	1	1
196	Terence Sansom	West Huntpill	Honda (350)	1	1	1	1

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