# GLOS AND COTSWOLD MOTOR CLUB. JOHN HUSBAND MEMORIAL TEAM TRIAL.

## 15th June 2008 at Wainlodes Lane Permit No ACU 22399

## PERMIT No C****** PROVISIONAL RESULTS

| NO | | NAME | CL | ST | M/C | SEC | 1 | | | | 2 | | | | 3 | | | | 4 | | | | 5 | | | | 6 | | | | 7 | | | | 8 | | | | 9 | | | | 10 | | | | ST | Scores | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LAP | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | Time | AVG | TOTAL | AWARD |
| 1 | A | S Welch | G&C | E | Beta 270 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.35 | | 0 | Best Expert |
| 2 | A | R Walters | CHG | N | Beta 250 | | 2 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 1 | 3 | 3 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 2 | 0 | 1 | 5 | 43.82 | | 68 | |
| 3 | A | S Cook | Zona 1 | I | Gas Gas 280 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 28.12 | | 12 | |
| 4 | A | C Wickham | WVAC | A | Gas Gas 125 | | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 29.63 | | 26 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 26.5 | 106 | Second Place Team |
| 7 | B | M Welch | G&C | E | Montesa 250 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.65 | | 4 | |
| 8 | B | A Bendall | WGDF | N | GaS Gas 250 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30.78 | | 27 | |
| 9 | B | D Walters | SVMC | I | Beta 250 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.16 | | 9 | |
| 10 | B | A Muirhead | SVMC | A | Gas Gas 125 | | 0 | 3 | 2 | 1 | 2 | 3 | 5 | 3 | 1 | 1 | 1 | 1 | 3 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 3 | 5 | 5 | 1 | 5 | 1 | 5 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 39.19 | | 90 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 32.5 | 130 | |
| 12 | C | H Bendall | WGDF | E | Montesa 250 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.84 | | 1 | |
| 14 | C | A Ridley | G&C | N | Montesa 250 | | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 28.60 | | 20 | Best Novice |
| 15 | C | S Walters | SVMC | I | Beta 270 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.32 | | 2 | Best Intermediate |
| 16 | C | C Talbot | G&C | A | Beta 125 | | 5 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 3 | 5 | 3 | 3 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 29.16 | | 53 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 19 | 76 | J.Husband Memorial Trophy |
| 18 | D | S Gunn | G&C | E | Yamaha 250 | | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32.09 | | 15 | |
| 19 | D | M Sterry | G&C | N | Gas Gas 280 | | RETIRED | | | | | | | | | | | | 5 | | | | 3 | | | | 5 | | | | 5 | | | | 5 | | | | 5 | | | | 5 | | | | | | 92 | |
| 20 | D | S Hillman | WGDF | I | Montesa 250 | | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 5 | 1 | 24.60 | | 37 | |
| 21 | D | P Collins | GV | P65 | Ariel 500 | | 3 | 0 | 3 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 5 | 1 | 3 | 5 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 5 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 5 | 3 | 0 | 5 | 5 | 3 | 3 | 1 | 5 | 37.72 | | 83 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 56.75 | 227 | |
| 23 | E | J Luff | SVMC | E | Montesa 250 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.87 | | 3 | |
| 24 | E | S Cosgrove | Zona 1 | N | Gas Gas 270 | | 3 | 0 | 3 | 3 | 5 | 5 | 5 | 5 | 1 | 1 | 0 | 0 | 2 | 3 | 3 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 5 | 3 | 3 | 2 | 45.25 | | 92 | |
| 25 | E | R Christopher | G&C | I | Montesa 250 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 28.94 | | 27 | |
| 26 | E | M Clarke | CHG | N | Beta 250 | | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 3 | 30.47 | | 36 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 31.6 | 158 | |
| 28 | F | S Thompson | SVMC | E | BVMGas Gas 250 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29.03 | | 2 | |
| 29 | F | P Hughes | G&C | N | Gas Gas 250 | | 1 | 1 | 0 | 1 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 5 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 5 | 35.18 | | 53 | |
| 30 | F | C Bailey | G&C | I | Montesa 250 | | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30.16 | | 16 | |
| 31 | F | H Bennion | CHG | N | Sherco 250 | | 3 | 1 | 2 | 2 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 3 | 3 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 5 | 3 | 2 | 5 | 5 | 5 | 1 | 2 | 0 | 1 | 0 | 5 | 3 | 0 | 5 | WW | | 83 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 38.5 | 154 | |
| 33 | G | B Husband | G&C | E | Beta 270 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 24.34 | | 3 | |
| 34 | G | M Morgan | WGDF | N | Montesa 250 | | 1 | 3 | 1 | 0 | 5 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 3 | 29.93 | | 61 | |
| 35 | G | S Cooper | WGDF | N | Montesa 250 | | 2 | 2 | 1 | 1 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 2 | 5 | 0 | 5 | 3 | 3 | 1 | 0 | 0 | 3 | 5 | 5 | 3 | 30.19 | | 68 | |
| 36 | G | I Bridson | CHG | I | Beta 250 | | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 27.57 | | 16 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 37 | 148 | |
| 38 | H | M Christopher | G&C | A | Gas Gas 125 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.34 | | 14 | Best Youth A |
| 39 | H | J Welch | G&C | E | Beta 270 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 25.88 | | 11 | |
| 40 | H | T Hinckley | G&C | I | Gas Gas 280 | | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 39.60 | | 17 | |
| 41 | H | T Burr | CHG | N | Sherco 290 | | 1 | 0 | 0 | 0 | 5 | 2 | 2 | 2 | 0 | 0 | 1 | 0 | 5 | 2 | 3 | 0 | 3 | 5 | 3 | 3 | 3 | 0 | 1 | 1 | 3 | 1 | 2 | 0 | 5 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 35.28 | | 68 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 27.5 | 110 | |

**An extremely enjoyable day is the best way to express my feelings, and I am sure that all the riders and helpers will agree.**
**Many thanks to the landowner and all the observers and a special thanks to Brian and Ian Bridson for their assistance in granting us the use of this venue, and their help setting out the Trial.**