

**SCOTTISH CLASSIC RACING MOTORCYCLE CLUB**  
**BONHILL TRIAL**  
**6 SEPTEMBER 2015**

|    |                 |         | Sections |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
|----|-----------------|---------|----------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|--------|--|
|    |                 |         | 1        | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | ST | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | ST | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | ST | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | ST | Total | Cleans |  |
|    | B Route         |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
|    | Pre '65         |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
| 2  | Ian McAnespie   | Bantam  | 0        | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 2  | 0  | 1  | 0  | 0  | 1  | 1  | 0  | 0  | 1  | 0  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 2  | 0  | 3  | 10    |        |  |
|    |                 |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
|    | Twin Shock      |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
| 15 | Gordon Muir     | Honda   | 0        | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 3 | 1  | 11 | 0  | 0  | 0  | 0  | 0  | 2  | 0  | 0  | 1  | 0  | 3  | 0  | 1  | 0  | 0  | 5  | 1  | 1  | 0  | 1  | 0  | 9  | 0  | 0  | 0  | 0  | 2  | 0  | 1  | 0  | 1  | 0  | 4  | 27    |        |  |
| 16 | Gary McGaw      | Yamaha  | 1        | 3 | 0 | 1 | 2 | 0 | 1 | 3 | 3 | 3  | 17 | 0  | 2  | 2  | 1  | 0  | 1  | 5  | 0  | 1  | 2  | 14 | 0  | 1  | 1  | 1  | 2  | 0  | 0  | 0  | 1  | 5  | 11 | 0  | 0  | 1  | 0  | 0  | 5  | 0  | 3  | 1  | 5  | 15 | 57    |        |  |
| 10 | Murray Pollock  | Bultaco | 0        | 3 | 3 | 5 | 5 | 5 | 1 | 5 | 5 | 2  | 34 | 2  | 1  | 1  | 0  | 2  | 0  | 0  | 5  | 5  | 1  | 17 | 0  | 0  | 0  | 2  | 3  | 0  | 1  | 0  | 5  | 3  | 14 | 1  | 1  | 5  | 3  | 0  | 3  | 2  | 2  | 5  | 0  | 22 | 87    |        |  |
|    |                 |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
|    | Over 40         |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
| 17 | Peter Bald      | GasGas  | 1        | 0 | 1 | 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  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1  | 3     |        |  |
| 6  | Colin Barrie    | Montesa | 0        | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 5  | 6     |        |  |
| 7  | David Poulter   | Montesa | 0        | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0  | 5  | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 2  | 0  | 0  | 0  | 1  | 2  | 0  | 1  | 0  | 1  | 0  | 5  | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2     | 14     |  |
| 1  | Alan Scott      | Beta    | 0        | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0  | 5  | 0  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2  | 1  | 0  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 3  | 0  | 1  | 0  | 0  | 5  | 0  | 0  | 0  | 1  | 0  | 7  | 17    |        |  |
| 14 | John Moiser     | Beta    | 0        | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0  | 6  | 0  | 1  | 0  | 5  | 1  | 0  | 0  | 0  | 2  | 0  | 9  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2  | 0  | 2  | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 3  | 20    |        |  |
| 3  | Paul de Weegh   | Beta    | 0        | 1 | 0 | 0 | 2 | 1 | 5 | 1 | 3 | 0  | 13 | 0  | 0  | 1  | 0  | 2  | 0  | 1  | 5  | 1  | 1  | 11 | 1  | 2  | 1  | 0  | 0  | 0  | 0  | 2  | 1  | 2  | 9  | 0  | 0  | 0  | 0  | 2  | 0  | 0  | 1  | 2  | 0  | 5  | 38    |        |  |
| 5  | Hamish Donald   | Scorpa  | 0        | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 3 | 5  | 15 | 0  | 0  | 0  | 0  | 1  | 0  | 1  | 5  | 0  | 0  | 7  | 0  | 5  | 0  | 0  | 0  | 1  | 0  | 0  | 3  | 0  | 9  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 5  | 5  | 11 | 42 |       |        |  |
| 9  | Sandy Miller    | Beta    | 5        | 1 | 1 | 2 | 2 | 0 | 1 | 3 | 2 | 3  | 20 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2  | 2  | 4  | 0  | 0  | 0  | 0  | 0  | 3  | 0  | 0  | 3  | 1  | 7  | 0  | 0  | 0  | 5  | 1  | 0  | 0  | 5  | 5  | 2  | 18 | 49    |        |  |
| 11 | David Smith     | Beta    | 1        | 2 | 5 | 2 | 2 | 0 | 5 | 1 | 1 | 5  | 24 | 5  | 1  | 1  | 5  | 3  | 5  | 5  | 1  | 2  | 1  | 29 | 1  | 1  | 2  | 1  | 3  | 0  | 0  | 1  | 1  | 5  | 15 | 1  | 1  | 1  | 2  | 1  | 0  | 1  | 0  | 1  | 0  | 8  | 76    |        |  |
|    |                 |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
|    | CLUBMAN         |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
| 8  | Matthew Giblin  | Beta    | 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  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1  |       |        |  |
| 12 | Lloyd Smith     | Beta    | 0        | 5 | 5 | 0 | 0 | 0 | 2 | 1 | 2 | 0  | 15 | 5  | 0  | 0  | 2  | 2  | 0  | 0  | 0  | 1  | 2  | 12 | 2  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1  | 6  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2  | 35    |        |  |
|    |                 |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
|    | Youth           |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
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|    | Air Cooled Mono |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
| 4  | Steve Duffy     | Yamaha  | 0        | 3 | 3 | 2 | 5 | 3 | 5 | 5 | 5 | 5  | 36 | 5  | 5  | 3  | 5  | 5  | 3  | 5  | 3  | 5  | 5  | 44 | 1  | 3  | 2  | 5  | 5  | 5  | 5  | 3  | 5  | 5  | 39 | 3  | 2  | 3  | 5  | 5  | 3  | 3  | 5  | 5  | 5  | 39 | 158   |        |  |
|    |                 |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
|    | W Route         |         |          |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |        |  |
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