

The Southampton & District Motor Cycle Club - History

This long established club was inaugurated in 1944 at a time when World War Two was moving towards its' close.

As the allied armies moved successfully across Europe, a group of Southampton motorcyclists who had served their country locally as a Home Guard reconnaissance platoon began to realise that their period of voluntary military service was also about to end.

Now that the truth can be revealed, their military service had been quite entertaining. After a day's work in the armament factories they were able to ride their own motorcycles, fuelled by a special petrol ration supplied for training purposes by the Army. With this they contrived to cover a whole series of cross country excursions using lanes, byeways and paths to establish a network of local connecting routes little used, but possible of providing direct and short communicating links between the local villages. If there had been time elements and penalties for footing on route these excursions could easily have been taken for observed trials or enduros. It was a small wonder that these part time soldiers decided that the best way to keep themselves together would be to form their own motor cycling club.

So the Southampton & District Club was born.

With their established background it was not long after the cessation of hostilities that the embryo club was actively promoting sporting events.

A solo machine scramble (today's motocross) was held at West Wellow just one month after Armistice. A trial in the same area followed in the autumn of 1945 and on Easter Monday 1946 the first grass track races in the south were organised at Hamble. Later, when reintroduction of petrol rationing curtailed sporting events, attention was switched to the newly introduced RAC/ACU rider training scheme. The club was, in fact, the 10th club to register with this scheme which eventually extended to many hundred of groups country wide. From this eventually developed the present day Ministry of Transport training centres.

For 50 years the club has operated their scheme which today is known as the Flying Start Motor Cycle Training Centre where the embryo riders can learn from government approved instructors the basic skills legally necessary before taking a machine onto the road and can, in fact, take their CBT. Subsequently, training is also available up to the standard required to qualify for a full licence.

Another early club success was the creation of a road racing circuit in 1950 on the redundant wartime airfield at Thruxton.

For 40 years the club was the sole organiser of motor cycle races on this circuit which was the venue for both International and National fixtures as well as the unique Thruxton 9 Hours Race, first held in 1955. This was introduced by the club to provide the British manufacturers with a shop window to demonstrate the quality and performance of their range of sporting models that were in demand, at the time, by world wide markets.

The prestige attached to the event was typified by the introduction of the top of the range Velocette Thruxtonon, a 500cc single, following that company's successful single cylinder class win in the 1964 event.

Throughout a long period of sporting activities the club has developed a wide range of leisure functions which today caters for almost all riders interests.

The sport in all its forms is still an important club activity but the development of the motorcycle as a more acceptable means of transport for both business and pleasure has brought many new interests into the club.

Road riding excursions at weekends embrace many interesting venues and topics and prove very popular with the younger groups whilst those a little older have shown a great interest in the machines they once rode, resulting in a strong following of the Vintage and Veteran cult now firmly established in the club.

The club has never overlooked the need to provide the best possible social facilities for its members and as long ago as 1956 purchased a leasehold tennis club pavilion at Sholing in Southampton for this purpose.

When the lease on these premises expired the demand for a bigger and better replacement was so intense that club leaders soon found themselves recruiting from amongst their members, architects, engineers, builders, carpenters, steel workers, electricians, painters and odd job labourers, who were prepared to give freely of their spare time to build what is probably the finest motorcycle club owned property in southern England. The land on which the Clubhouse is built is leased from Eastleigh Borough Council.

It is here that the club's social activities take place throughout the year. The Flying Start rider training scheme operates there every Sunday and on every Friday evening members and friends meet for a chat, a drink at the licensed bar or tea, coffee and a snack from the kitchen servery.

The club strongly supports the current campaign to promote motorcycle usage as an economical and environmentally friendly form of transport which in addition can contribute substantially to the relief of traffic congestion in the larger conurbations.

To actively pursue these objectives the club has successfully established its own direct representation in both Brussels and Strasbourg with the European Parliament and Commission lobbies.

Internationally it has a voice at the Federation Internationale Motorcycle which boasts 81 member nations and is responsible for all the World Championship motorcycling events.

To benefit the touring rider, the club has a voice in the Road Traffic Safety Working Party of the United Nations Organisation in Geneva.

Neville Goss MBE
President

Jan. 2000

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB

Sporting History

The Club has a motorcycle sporting history of which it can be proud. Since its formation in 1944, it has organised over four hundred events, many of National and International status.

The regard that the Club enjoyed in sporting circles can be illustrated by the mention of one of its annual function of a different nature, for its annual dinners held between the fifties and the eighties, the numbers of tickets had to be restricted because there simply was no venue in the Southampton area big enough to cater for the numbers wanting to attend. The functions were held on weekday evenings so that members of the motorcycle press, trade and the 'oil barons', could be present without upsetting their commitments to weekend sporting events.

After dinner speakers included Prof.A.M.Lowe, then Chairman of the AutoCycle Union, Jock West of AMC Motorcycles, manufacturers of Matchless and AJS bikes, Geoff Murdoch of Esso, Cyril Quantrill, sports editor of "Motor Cycling" (the green'un), Harry Louis, editor of "The Motor Cycle"(the blue'un), riders Ray Amm, Ken Kavanagh, Peter Williams, to mention a few. On one occasion, for light relief we enjoyed a discourse by 'Blaster' Bates, whose business was blowing up unwanted buildings and chimney stacks.

Long time Club President was ex TT winner Alec Bennett who was followed by lifetime club member Syd Lawton. President now is Neville Goss MBE, who was one of the Founder members of the Club. It is largely due to Neville that the Club achieved the recognition it has enjoyed in ACU and FIM circles although it must be said that he had the backing throughout of a very strong and efficient team of dedicated enthusiasts.

The total number of sporting events organized was made up as follows:

28 Endurance Road Races which, for the first few years, were of National status then International, then full European Grand Prix status in the later years.

82 Road Races at Thruxton (one at Thorney Island Airfield), mostly of National but some of International status.

94 Scrambles (now Motocross).

49 Grass Track

22 Enduros

106 Trials

20 Road Trials

compiled by: Wilf Paskins, member since 1945
August 2000

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB

Sporting History - Road Races

Between 1950 and 1990 the Club organised a total of 82 Road Races at the Thruxton Circuit, a disused airfield to the West of Andover in Hampshire. Many similar airfields had been hurriedly built during the 1939 - 1945 war, some had deteriorated more than others and, although Thruxton was not one of the best of them, it was still on the Ministry of Aviation's emergency landing list.

The Wiltshire School of Flying, headed by Sqdn. Ldr. Doran Webb, was resident at the airfield and he invited the Folland Aircraft Motorcycle Club to inspect the airfield with the view of promoting road race meetings. Such a proposition was beyond the potential of the Folland club but a number of their members were also members of the Southampton club which was pleased to take up the offer and members of the committee visited the airfield with Syd Lawton who gave the perimeter track a tryout. After a detailed inspection of the tarmacadam, it was decided that part of the perimeter track was too badly broken up to be used but a circuit could be made up using the best part linked by parts of the three runways. Meetings with the Sqdn. Ldr. were held to thrash out the details and to agree financial terms - *the Club to do all the work and the Flying Club to get half of the profits.*

At this time, the Club was running very successful grass track meetings at Ashton, a village on the outskirts of Bishops Waltham, in association with the Bishops Waltham club which went under the name of The Ashton Combine. It was decided that events at Thruxton would best be organised by the Combine but the Bishops Waltham club withdrew in 1955.

A lot of work had to be done to transform the airfield into a race circuit and, because it was being used for flying training, it had to be reinstated as an airfield immediately after the race meeting. The Ministry of Aviation was prepared to suspend the emergency landing status for only two days at a time, the day of the race meeting and the day before.

In the early years, working parties made up of Club members would arrive on the Saturday morning before Sunday race day with lorry loads of straw bales, old oil drums, ropes, stakes and other equipment, and would work until after dark to set up the circuit. Oil drums, weighted down, were strung out along the 52 yard wide runways to reduce them to a width of 50 feet, straw bales were positioned around the corners; spectators enclosures, pit areas, and scrutineers areas were posted and roped off; start line was marked and dressed and an old double decker bus, acquired from Bournemouth, was towed into position for the use of timekeepers upstairs with race control below. Entrance gates for the public had to be roped off and numerous holes in the perimeter fence had to be blocked to prevent unauthorized public access. Telephone wires were run to all the marshals posts which were all equipped with ex WD. field telephones so as to maintain communication with race control.

Supper for the working parties was laid on at the "Linga Longa" café nearby and most of the workers would sleep overnight in draughty old crew huts and hangers, with some hardy types spending the night in the bar under the old control tower. After the races, the whole airfield had to be cleared before going home. Some of the Club's keen trials riders would work all day on the Saturday, go home for the night, ride in a trial on the Sunday then arrive back at Thruxton to help with the clearing up.

This sequence was repeated, regardless of weather, three or four times a year for 18 years, a stern test indeed of the enthusiasm and dedication of the members.

Then there was the question of noise, the local authority restricted the number of days on which practice and racing could take place, Sunday morning practice was arranged to avoid church services and residents of a local housing estate were bribed with free passes to watch the races.

Application was made to the AutoCycle Union for approval of the circuit and the official Track Inspection took place on New Year's Day 1950. It was attended by Syd Lawton, Arthur Wheeler, Cyril Quantrill and a number of the Club's Committee. The Track Certificate was granted and the first event to be held was a National meeting on Easter Monday of the same year.

The circuit.

The original circuit was anticlockwise and included parts of all three runways and about half the perimeter track with the start line half way along the home straight runway. In 1953 the East/West runway was cut out and the Western part of the perimeter track was included. The direction was changed to clockwise.

The surface of the North/South runway deteriorated over the next six years of racing as did a part of the perimeter track where some subsidence had also taken place, together creating an unnecessary and potentially dangerous hazard. The circuit was modified for 1959 by cutting out the runway and the bad part of the perimeter track. A further alteration, albeit a minor one, at 'Windy Corner' had to be made in 1963 as further deterioration had occurred.

In 1967 the circuit was completely redeveloped by new owners including resurfacing the whole of the perimeter track

Maps of the circuit variations are shown:

The state of the circuit before the redevelopment had meant another task, not previously mentioned, for the Club working parties and also for the course marshals. In addition to the other equipment taken to Thruxton before each meeting, were bags of cold tarmac and borrowed garden rollers, holes in the track surface were filled before, and even between races.

The Races

The inaugural meeting saw Geoff Duke win both the 350cc. and 500cc. races with Len Archer and Peter Romaine providing the principle opposition. The 250 cc. race was dominated by Cecil Sandford and Club member Syd Lawton. The sidecar race was a procession, Jack Surtees with son John in the chair, followed by Club member Archie Appleby with brother Tom in the chair- a real family affair.

In 1951 the Club ran the first International meeting incorporating a 'Festival of Britain Race, won by Geoff Duke on the then new 'Featherbed' Norton. He was followed by teenager John Surtees riding a 500 Vincent. Later, in the same year we saw the first appearance in England of the very fast 4cylinder MV Agusta ridden by Les Graham, a good friend of the Club. The same meeting saw Bob Foster on a 250cc. Cammy Velo. battling it out with a similarly mounted Cecil Sandford.

1954 brought Fergus Anderson to the circuit, on one of his rare appearances in England, with his trio of very fast Moto Guzzis. Fergus, and Tommy Wood, were part of, what was known as 'the Continental Circus'- riders who spent most of their time competing in Europe to make a living.

In these early years, some fine racing was seen and events were well supported by very well known riders including Mike Hailwood, Bob McIntyre, Geoff Duke, Bertie Goodman, Phil Read, Tony Godfrey, Sammy Miller, Syd Lawton, Bill Doran, Jack Brett, Ray Amm, Percy Tait and Ken Kavanagh in addition to those already mentioned.

In 1955 we saw Eric Oliver just beating Cyril Smith to win one of his last sidecar races before his retirement and at one of the international races we saw battles between other sidecar aces including Pip Harris, Bill Boddice, Florian Ca mathias and Edgar Strub from Switzerland, and Frenchman Jacques Drion with Fraulein Ingebourg Stoll in the chair.

Creation of the new circuit, together with start line facilities, permanent pit areas and spectator accommodation, meant that a great deal of money had been spent which would not have been a good investment for motor cycle racing alone. The British Automobile Racing Club (BARC) had secured the rights to promote all race meetings at the circuit and negotiations with them resulted in an agreement that the Club would pay the BARC a fixed sum for each motor cycle race it promoted but did not have exclusive rights to motorcycle races at the circuit.

April 21st. of 1968 was the first event on the new circuit, two more events followed in that year and up to three each year until 1974. These included a number of closed to club events. During this period a reputation was established that it was a very safe circuit to ride.

Thruxton had planning permission limiting use of the circuit for only 12 days each year and, by 1974 car racing events had become established at the circuit and most were profitable. Furthermore money could be made by renting the circuit for days of testing, but the circuit rental paid by the Club was not sufficient and BARC required a much increased figure. A special General Meeting was held when it was decided that, at that time, the Club could only afford to commit itself in advance to running one event each year and for 1975 this should be the endurance race because of its International status .

In 1975, 1976 and 1977 the only races the Club was able to hold at Thruxton were the International endurance events but we were fortunate to be approached by the Royal Air Force Motor Cycle Club to consider the prospect of running a meeting on another wartime airfield, at Thorney Island . Although there was still a detachment of the Royal Air Force resident at the airfield, it was no longer used for regular flying. An inspection was made and negotiations were successfully completed, and a temporary track certificate was obtained from the ACU. A working party was convened to get the circuit ready and a successful race meeting was run. Unfortunately the Club was unable to obtain permission to run a second event and to develop the circuit because local residents complained of the noise. These complaints could not be overcome as one of those who complained was a retired Rear Admiral who had friends in high places.

With the endurance events being held at Brands Hatch 1978 and 1979 it was possible to again run National events at Thruxton. A round of the ACU British Solo Championships and of the Kenning classic events were run and , to boost spectator attendance, races for Go-carts were included in the programme.

1981 saw a new phase in the relationship between the Club and the BARC, the Club running meetings on their behalf until 1985. During this period, some sponsorship from Marlboro was available and rounds of the Marlboro Dunlop/Express championships were included in very full programmes.

During these years, Mark Salle, Trevor Nation, Barry Seward, Keith Huewin and Roger Burnett became regulars at the circuit and they were involved in some exciting racing against Niall McKenzie, Rob McElnea, Roger Marshall, Steve Parrish, Joey Dunlop and Mick Grant and many other 'up and coming' riders. Sidecar racing was dominated by Trevor Ireson.

Mid 1985 saw the arrival of professional motorcycle racing promoters at Thruxton when the Clubmans Racing Club (Two Four Sports) obtained the concession from Thruxton BARC Ltd to promote motor cycle racing at the circuit. Initially the Clubs expertise and experience was required and, until 1992, we provided experienced stewards, start line staff, lap scorers, pit staff, communications, safety officers etc. in return for a moderate, but dwindling, fee. During this period we saw some excellent racing with the names of Ron Haslam, Ray Swann, Carl Fogarty, Steve Hislop, Steve Spray and Phil Mellor being added to the list of top class riders to whom the Club is grateful for their support over the years.

1992 saw the end of the Clubs direct involvement in racing at Thruxton although some members of the Club still officiate as individuals.

One or two little incidents which come to mind are perhaps worth a mention: on one occasion we had to evict Mike Hailwood's father from a prohibited area, on another, we sent Geoff Duke off the starting line when he tried to ride a 350 Norton in a 500cc. race, and then there was the occasion when the local farmer, going about his haymaking, cut, in numerous places through wires that we had run in the grass alongside the circuit the day before the race. The communications system had already been tested and the workers were away at supper when this happened - imagine their horror the next morning when nothing worked.

During the 40 years the Club ran racing at the circuit, it is estimated that over 20,000 riders completed 2,000,000 miles of practise and racing at speeds often in excess of 100 mph. with just a very few accidents causing serious injury.

During the first 17 years, by its establishment and maintenance of a circuit at Thruxton, the Southampton & District Motor Cycle Club indirectly made a valuable contribution to the development work, not only for motorcycling but for other forms of transport as the circuit was used extensively by organisations as diverse as heavy vehicle trailer manufacturers, by sports and racing car manufacturers and by caravan manufacturers.

Compiled by Wilf Paskins, member since 1945

June 2000

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB

Sporting History - Endurance Road Races

In 1955, the Club decided to run a race at Thruxton of 9 hours duration. Up to 50 team entries, each comprising two riders, were accepted. Rules for the event included a stipulation that no rider would ride for more than two hours before handing his machine over to his team mate. Machines had to be standard production models without non standard components or add-ons but tuning was permitted. Running repairs were permitted but only in the front of the allocated pit area and only two mechanics, plus one rider, were permitted in front of the pit at any time.

This early experience highlighted two difficulties which needed to be addressed.

The first was the accuracy of lap scoring and timekeeping, errors could not be found and corrected during the progress of the race as, to do so, it was necessary to calculate all lap times for all teams then decide if there was a valid explanation for 'slow' and 'fast' laps. For example, to explain a 'slow' lap, pit stop time records had to be studied - *problem, accuracy and synchronization of clocks* - and to explain a 'fast' lap, the overall race order had to be examined to check if an additional lap had been credited by a timekeeper recording a wrong number in error.

The second difficulty was the sheer workload, not only were the officials having to be on duty for a long period but additional work was necessary in the race preparations. Amongst other things, we had to erect a long scaffolding structure for the pits and to provide facilities for refuelling. In this latter respect the Esso company was helpful in loaning their quick fillers from the Isle of Man. The Esso racing section were helpful in a number of other ways.

In 1958 the race duration was changed from 9 hours to 500 miles as it was thought to have more appeal, although there was never any shortage of competitors. It became obvious that lap scoring was more important than timekeeping but, no lap scorer could handle 50 riders continuously so, as interim results were published at half hour periods, timekeepers commenced work towards the end of each period when it was then possible to relate the riders time to the number of laps completed and thus establish the race order. Different systems for lap scoring were put in place, at one stage each team was required to supply a lap scorer to work under the control of the organisers. Even then mistakes were made, human error seems to be inevitable in all aspects of life. In the later years, a computer programme was used to assist in the race order analysis and it was possible to reduce the number of lap scorers to 8 experienced people and the comprehensive data obtained from timekeepers, lap scorers, pit records and reports from all around the circuit, which were all carefully logged, made it possible to establish the true results.

The Thruxton circuit, on an old wartime airfield, was badly worn in places and it was common practice for course marshalls to carry out minor repairs between races at ordinary race meetings using cold tarmac, but this was obviously not possible during an endurance race, although we did try! By 1964, the surface was so bad that the Club looked for alternative venues.

For 1965 the event was run at the Castle Combe Circuit but the weather was atrocious, at one point the lap scorers open fronted tent was caught in a deluge of rain. The crowd was poor and the financial result was disastrous so the Club looked to other circuit owners with the view to run as a joint venture.

Approaches were made to the owners of the Brands Hatch circuit and the event was held there for three years, 1966 to 1968, the Club receiving their expenses and a small fee. By 1969 the Thruxton circuit had been completely resurfaced and the Club was pleased to return on the basis of renting the circuit from the tenants, British Automobile Racing Club. This arrangement continued for nine years during which some sponsorship was obtained but the event had to be subsidised by the Clubs other road race meetings held at the circuit.

In 1976, the FIM granted the event full Grand Prix D'Endurance status as part of a European series and, because of this award, the professional promoters became more interested. Chris Lowe of Brands Hatch invited us back for 1978 and 1979 but declined to run again and the event had to be cancelled in 1980 as it was too late to make alternative arrangements. Tom Wheatcroft of Donnington was approached and the event was held there in 1981 and 1982 but we had to look elsewhere for 1983 and were lucky to be able to use Silverstone for the last one the Club was able to hold.

The Endurance Road Races never attracted big crowds of spectators, such events appealed most to enthusiasts. Similar events in Continental Europe seemed to be better supported by spectators as they attracted the enthusiasts from other mainland countries as well as those from the organising club's own country.

The Club was helped throughout by motorcycle trade and retail dealers who provided trophies, special awards and some prize money. The "Motor Cycle" generously provided the winners trophy for many years and Esso or Shell provided fuel, most often free but on a few occasions it had to be paid for.

Some other sponsors were found, The Daily Herald (a national newspaper at the time) helped us in the early years, W.D.& H.O. Wills (cigarette makers of the "Woodbines" etc.) in 1964, Shell Oils at Brands Hatch, John Player at Donnington and Marlboro at Silverstone.

Support for the event by entrants from the manufacturers, dealers and enthusiasts was always abundant, among them: Alec Bennett Ltd., Syd Lawton of Lawton & Wilson, Geoff Monty & Dudley Ward, Mead & Tompkinson, Japauto, Honda UK and Honda France, to name but a few.

Results follow:

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

1.

1955 9 HOUR RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	W.E.Dow	E.B.Crooks	500 B.S.A
2nd.	K.W.James	I Lloyd	350 B.S.A
3rd.	D.T.Powell	B.Newman	500 Norton Dominator
4th.	H.L.Williams	G.W.Shekell	500 Triumph T100
5th.	J.F.Righton	R.J.Langston	350 B.S.A
6th.	G.J.Hughes	S.W.Stevens	750 Triumph T110

1956 9 HOUR RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	K.W.James	I.Lloyd	350 B.S.A
2nd.	B.D.Codd	F.A.Rutherford	500 B.S.A
3rd.	H.Argent	E.P.Eacott	500 B.S.A.
4th.	T.Godfrey	D.T.Powell	350 B.S.A
5th.	D.G.Chapman	N.J.Hill	500 B.S.A
6th.	R.Lawrence	G.H.Turner	500 B.S.A

1957 9 HOUR RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	F.Webber	R.Avery	350 B.S.A
2nd.	G.Hughes	S.Stevens	650 Triumph
3rd.	D.T.Powell	B.Newman	692 Royal Enfield
4th.	H.Hutchinson	R.Fox	350 B.S.A
5th.	J.Tickle	V.Graham	500 B.S.A.
6th.	R.Thompson	P.Arnott	500 B.S.A

1958 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	M.Hailwood	D.Shorey	650 Triumph
2nd.	R.G.McIntyre	D.T.Powell	692 Royal Enfield
3rd.	K.W.James	B.Newman	692 Royal Enfield
4th.	J.H.Lewis	P.B.James	600 BMW, R69
5th.	P.Tait	D.Peacock	650 Triumph, T110
6th.	H.German	C.A.Rowe	600 Norton Dominator

1959 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	H.Lewis	J.Daniels	600 BMW, R69
2nd.	T.Godfrey	R.Holder	650 Triumph, T120
3rd.	D.T.Powell	L.Carr	500 B.S.A.
4th.	P.B.James	V.Willoughby	499 Velocette Venom
5th.	A.R.Burton	C.R.Erskine	650 Triumph, T120
6th.	D.Woodman	D.Lee	500 B.S.A

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

2.

1960 500 MILES RACE THRUXTON CIRCUIT

	Riders		Machine	Speed
1st.	R.J.Langston	D.Chapman	650 AJS. 31CSR	68.48 mph
2nd.	D.Shorey	L.Payne	650 Triumph T120	
3rd.	J.R.Holder	P.Webb	650 Triumph T120	
4th.	R.Minto	J. Simmons	650 Triumph T120	
5th.	D.Greenfield	F.Swift	497 Norton Domi.88	
6th.	V.W.Cottle	R.Blanning	650 Matchless G12 CSR	

1961 500 MILES RACE THRUXTON CIRCUIT

	Riders		Machine	Speed
1st.	T.Godfrey	J.R.Holder	650 Triumph T120R	67.29 mph
2nd.	D.Greenfield	F.Swift	497 Norton Domi. 88	
3rd.	T.Thorp	R.Mayhew	499 Velocette Venom	
4th.	P.Tait	R.Fay	650 Triumph T120R	
5th.	F.Neville	F.Rutherford	650 AJS 31CSR	
6th.	R.Grant	K.Payne	499 Velocette Venom	

1962 500 MILES RACE THRUXTON CIRCUIT

	Riders		Machine	Speed
1st.	P.W.Read	B.P.Setchell	650 Norton	76.45 mph
2nd.	R.Ingram	F.Swift	497 Norton Domi.88	
3rd.	E.Boyce	T.Phillips	499 Velocette Venom	
4th.	S.B.Manns	M.Gunyon	650 AJS 31CSR	
5th.	R.J.Langston	B.Main-Smith	650 Norton	
6th.	F.A.Rutherford	J.H.Lewis	650 Matchless G12 CSR	

1963 500 MILES RACE THRUXTON CIRCUIT

	Riders		Machine	Speed
1st.	P.W.Read	B.P.Setchell	647 Norton	68.57 mph
2nd.	W.S.Mizen	J.Holder	649 Triumph	
3rd.	J.Bowman	R.Chandler	649 Triumph	
4th.	M.A.Duff	W.A.Smith	646 AJS	
5th.	B.Davis	W.Scott	498 Triumph	
6th.	T.Phillips	T.Thorpe	499 Velocette Venom	

1964 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed	
1st.	B.P.Setchell	D.Woodman	650 Norton	69.57 mph
2nd.	P.H.Tait	F.Swift	650 Triumph T120	
3rd.	A.Harris	H.German	499 Velocette Venom	
4th.	J.R.Holder	J.Payne	600 BMW	
5th.	R.Avery	P.B.James	499 Velocette Venom	
6th.	P Butler	A Smith	650 Triumph	

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

3.

1965 500 MILES RACE CASTLE COMBE CIRCUIT

	Riders	Machine	Speed
1st.	D.Degens	B.Lawton	650 Triumph
2nd.	A.Smith	M.Ling	650 BSA
3rd.	D.Minter	P.Inchley	250 Cotton
4th.	J.Busquets	C.Rocamura	175 Montesa
5th.	W.Purnell	D.Cooper	650 Triumph
6th.	P.Williams	W.Smith	750 Matchless

1966 500 MILES RACE BRANDS HATCH CIRCUIT

	Riders	Machine	Speed
1st.	D.Degens	R.Butcher	650 Triumph
2nd.	P.Tait	P.Read	650 Triumph
3rd.	A.Jenkins	D.J.Dixon	745 Norton
4th.	D.Chapman	R.Avery	649 Triumph
5th.	P.J.Dumphry	R.Pickrell	649 Triumph
6th.	T.Phillips	D.L.Croxford	499 Velocette Venom

1967 500 MILES RACE BRANDS HATCH CIRCUIT

	Riders	Machine	Speed
1st	P.Tait	R.Gould	649 Triumph
2nd.	P.J.Dumphry	R.Pickrell	649 Triumph
3rd.	K.Cass	C.Vincent	247 Suzuki
4th.	G.Penny	T.Dunnell	347 Honda
5th.	R.Knight	M.Andrew	649 Triumph
6th.	C.Thompsett	R.Baylie	249 Ducati

1968 500 MILES RACE BRANDS HATCH CIRCUIT

	Riders	Machine	Speed
1st.	D.Nixon	P.Butler	490 Triumph
2nd.	G.Keith	B.Ball	250 Suzuki
3rd.	T.Dickie	C.Mortimer	250 Ducati
4th.	T.Robb	C.Vincent	500 Suzuki
5th.	R.Knight	M.Carney	490 Triumph
6th.	J Strijbis	R.Harrington	650 Triumph

1969 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	P.Tait	M.Uphill	650 Triumph
2nd.	J.Cooper	S.Jolly	650 Triumph
3rd.	L.Phelps	C.Carr	650 Triumph
4th.	A.Smith	P.Mahoney	654 BSA
5th.	K.Buckmaster	G.Collis	650 Triumph
6th.	R.Knight	M.Carney	490 Triumph

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

4.

1970 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	P.Williams	C.Sanby	745 Norton
2nd.	B.Steenson	P.Mahoney	747 BSA
3rd.	G.Sanders	D.Jones	670 BSA
4th.	J.Brett	A.Walsh	649 Triumph
5th.	R.Wittich	T.Melody	745 Norton
6th.	A.Jefferies	J.Barton	668 Triumph

1971 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	P.Tait	D.Croxford	744 Triumph
2nd.	J.Barton	R.Heath	750 BSA
3rd.	D.Cash	A.Melody	745 Norton
4th.	G.Sanders	D.Jones	750 BSA
5th.	R.J.Duffy	D.Gibson	745 Norton
6th.	R.L.Knight	M.Carney	750 Triumph

1972 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	D.Croxford	M.Grant	745 Norton
2nd.	R.Butcher	J.Harvey	745 Norton.
3rd.	D.Nixon	P.Butler	741 Triumph
4th.	T.Waterer	G.Sanders	745 Norton
5th.	H.Evans	D.McMillan	736 Honda
6th.	D.Lunn	R.Cope	736 Honda

1973 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	R.Butcher	N.White	745 Norton
2nd.	D.McMillan	H.Evans	500 Honda
3rd.	T.Dickie	C.Wall	745 Norton
4th.	N.Rollason	R.Bowler	500 BSA
5th.	S.Baldwin	P.Crew	500 Honda
6th.	G.Fougeray	J.P.Bertsch	750 Yamaha

1974 THRUXTON POWERBIKE INTERNATIONAL

	Riders	Machine	Speed
1st.	B.Ditchburn	K.Ballington	748 Kawasaki
2nd.	D.Potter	G.Green	741 Triumph
3rd.	P.Tait	B.Heath	741 Triumph
4th.	C.Brown	P.Gurner	1000 Laverda
5th.	C.Revett	S.Parrish	350 Yamaha
6th.	J.P.Orban	R.Mullender	1000 Kawasaki

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

5.

1975

THRUXTON POWERBIKE INTERNATIONAL

	Riders	Machine	Speed
1st.	A.Vial	J.Luc	1000 Kawasaki
2nd.	J.C.Chemarin	H.Rigal	748 Honda
3rd.	G.Godier	A.Genoud	1000 Kawasaki
4th.	A.Halbfeld	P.Zettelmeyer	900 B.M.W.
5th.	R.Ruiz	C.Huguet	1000 Japauto
6th.	J. Strijbis	B.Newby	750 Triumph

1976

GRAND PRIX D'ENDURANCE THRUXTON

	Riders	Machine	Speed
1st.	R.Ruiz	C.Huguet	750 RCB Honda
2nd.	J.C.Chemarin	P.Evansq	750 RCB Honda
3rd.	G.Green	D.Croxford	1000 Japauto VX941
4th.	S.Woods	T.Rutter	750 RCB Honda
5th.	J.Bernard-Peyre	M.Maingret	900 Kawasaki Z1
6th.	J.Wells	T.Osborne	850 Moto Guzzi

1977

GRAND PRIX D'ENDURANCE THRUXTON

	Riders	Machine	Speed
1st.	S.Woods	C.Williams	997 Honda RCB
2nd.	C.Huguet	P.Corhonen	997 Honda RCB
3rd.	C.Leon	J.C.Chemarin	997 Honda RCB
4th.	T.Rutter	R.Maeshall	997 Honda RCB
5th.	J.Luc	P.Soulas	997 Honda RCB
6th.	G.Green	M.Maingret	1000 Japauto VX941

1978

GRAND PRIX D'ENDURANCE BRANDS HATCH

	Riders	Machine	Speed
1st.	S.Woods	C.Williams	997 Honda RCB
2nd.	C.Leon	J.C.Chemarin	997 Honda RCB
3rd.	R.Ruiz	R.Hubin	1000 National Moto
4th.	D.Rouge	D.Pernet	1000 National Moto
5th.	G.Green	B.Murray	997 Honda RCB
6th.	R.Peckett	T.Holland	984 Kawasaki

1979

GRAND PRIX D'ENDURANCE BRANDS HATCH

	Riders	Machine	Speed
1st.	C.Huguet	R.Hubin	1000 Kawasaki
2nd.	T.J.Peyre	A.Guin	750 National Moto
3rd.	A.Lee	S.Henshaw	499 Suzuki
4th.	D.Pendlebury	P Blosser	984 Kawasaki
5th.	W.Schneider	P.Dydra	997 Honda RCB
6th.	J. Van de Wal	J.Van Schjndel	997 Honda RCB

6.

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

1981 GRAND PRIX D'ENDURANCE DONNINGTON PARK

	Riders		Machine	Speed
1st.	Herve Moineau	Richard Hubin	997 Suzuki	80.12mph
2nd.	Kiochi Shimada	Helmut Scheurlein	650 Yamaha	
3rd.	Ron Haslam	Joey Dunlop	999 Honda	
4th.	David Railton	Mike James	950 Ducati	
5th.	Clive Horton	Patrick de Radigues	999 Honda	
6th.	Johan Van de Wal	Jack Buybaert	997 Honda	

1982 GRAND PRIX D'ENDURANCE DONNINGTON PARK

	Riders		Machine	Speed
1st.	Herve Moineau	Richard Hubin	997 Suzuki	86.88 mph
2nd.	Dominique Auguin	Wolfgang Gierden	997 Suzuki	
3rd.	Jean Lafond	Patrick Igoa	1000 Kawasaki	
4th.	Jim Wells	Asa Moyce	995 Kawasaki	
5th.	Christian Berthod	Roger Sibile	999 Eurac	
6th.	Jaques Cornu	Gerard Coudray	1000 Kawasaki	

1983 GRAND PRIX D'ENDURANCE SILVERSTONE

	Riders		Machine	Speed
1st.	Herve Moineau	Richard Hubin	997 Suzuki	106.32mph
2nd.	Pierre Samin	Dominique Pernet	997 Suzuki	
3rd.	Jean Lafond	Patrick Igoa	1000 Kawasaki	
4th.	Jim Wells	Asa Moyce	995 Kawasaki	
5th.	Christian Berthod	Roger Sibile	998 Eurac	
6th.	Jacques Cornu	Gerard Coudray	1000 Kawasaki	

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB

Sporting History - Scrambles / Moto Cross

In 1945, just over one month after the end of the war in Europe and when a small ration of petrol became available, the Club ran it's first Scramble racing event at Pinns Farm, West Wellow. The circuit was less than a mile long and was roughly a long narrow oval in a sloping meadow bounded by a thick hedge along the top side and by a small river along the lower side. From the start, the circuit followed the river to a sharp left over a bank, going up to a mud patch, around a large tree, adverse camber, a short straight then a long lefthander to return to the finish, winding along the edge of the river into which there was a six foot drop for the unwary. Two events were run at Pinns Farm that year and one on the side of a steep hill at Farley Mount. The latter circuit was not much more than a hill climb followed by a rapid descent.

These first scrambles saw something like 30% of the Clubs total membership competing, many of whom were enjoying their first ever motor cycle speed event. Some of those entered later enjoyed considerable, deserved success in other branches of the sport. There was Syd Lawton and Tommy Wood who became very well known in Road Racing; Freddie Williams, Charlie May, Bob Oakley, Cecil Bailey, and Tom Oakley made it in Speedway racing, Archie Appleby and George Hodges in both Grass Tracks and Trials on sidecar outfits, and Ken Edwards in Trials.

In the following year, 1946, a total of three events were run at Pinns Farm with one including a relay race contested by teams of four riders from other clubs in the Southern Centre Auto Cycle Union. In this race each rider was required to cover four laps wearing a coloured sash or bib which had to be transferred by the team manager to the next rider in the team. This was the first in a series of relay races run by the Club over many of the following years. The races in the series were called "The Eric Fernihough Team Relay Race", so named after the trophy used, which was presented to the Club by George Allen, a notable ACU personage in prewar and early postwar days.

In 1947 four events were run at Pinns Farm and three in 1948 and, although the circuit was popular with local riders, it did not attract the best riders of the day, they preferred the dry paths of Bagshot Heath to the mud and the not uncommon excursions into the river at Pinns Farm. Nevertheless Phil Nex from the Gosport club seemed to like the mud and often ran out the victor over spirited local opposition.

By 1949 the club had formed an association with the Bishops Waltham club called "The Ashton Combine" and were promoting grass track races on an excellent circuit which was available to them near a village called Ashton. A Scrambles circuit at Dundridge, another village near Bisops Waltham also became available and, between 1949 and 1955, nineteen events were held at the venue. The circuit started on a straight, dropping down into a small overgrown quarry, turning left going up a ridge through some trees, a short straight, then a left to drop down across tree roots and re-crossing the ridge twice before joining the start/finish straight. Some exciting racing was seen with Phil Nex being joined by Dennis Kelly, Eric Cheney, Bob Stillo and Wimpy Davis to name but a few.

1955 saw the end of the Ashton Combine and also saw the Club negotiating with Lord Montague of Beaulieu with a view promoting scrambles on a part of the Beaulieu Estate. The first event was held in September 1956 at Old Park and it was officially opened by Lord Montague (1925 Sunbeam), Alec Bennet (1912 AJS) and Graham Walker (1928 Rudge) riding abreast along the finishing straight. The circuit was clockwise in direction, about a mile in length and included traversing two disused gravel pits and bumpy stretches of heather and grass. It proved to be more bumpy than had been anticipated so improvements were made using a digger and openings into an adjacent field were made and a high ramp constructed in it's centre. The circuit was used for 10 years and hosted a

number of televised events with top riders like Don and brother Derek Rickman, Ivor England, Brian and Triss Sharpe and sidecar exponent, Rufus Rose. In 1962, a series of seven meetings were run for ITV.

In January 1963, the Club brought the world Moto-Cross champions Rolf Tibblin and Torsten Hallman over from Sweden to provide opposition to the locals. The meeting was televised by the BBC on a day when most other sporting events had been cancelled as the country was in the grip of a severe winter with compacted and frozen snow lying on the ground. This of course, suited the Swedish lads who were able to show their considerable skills in what, for them, must have welcome conditions. Not only on their Husqvarnas either as, on their arrival, they did not require the assistance of the farm tractor to get in but just drove smoothly across the frozen entrance and field and calmly reversed their car/trailer outfit into their allocated space in the pits.

The last event was held at Beaulieu in February 1966. Some resentment to the disturbance of the Beaulieu Estates pheasant stock had been building up for three or four years and eventually the pheasants won. While the Club was running what were considered prestige events at Beaulieu, non-expert riders had not been forgotten, meetings for them had been promoted at Pinns Farm, these had proved enjoyable and were appreciated by the riders, officials and the few spectators attending.

There followed a lean period of five years when no circuit was available to the Club and the Relay Race was promoted by the XHG Tigers club at Christchurch with our assistance. In 1971 we were able to obtain permission to run an event on War Department land at Bulford Army Camp and two more in each of the following two years until another piece of WD land, at an affordable price, became available nearby. This venue was at Chalk Pit Hill, Tidworth and the Club ran an average of two events each year until 1982. The circuit consisted of a start/finish straight, followed by a left turn up the steep face of the hillside, turning left down the steep descent then turning sharp right to repeat the up-down sequence three times before a long left to return to the finish.

Most of these events were well supported by riders, one held in 1980 attracting no less than 167 solo machines and one in 1982 no less than 36 sidecar outfits.

In 1977, through a contact made with the Maltese Sports Minister who was visiting the UK, the Club was invited to send a team of six motocross riders to Malta to race against six of their best. The Club chose young riders; Chris Small, Nigel Parvin, Norman Emery, Steven Real, Pete Brading and Chris Jarvis. The races in Malta resulted in commanding wins by the Club's team. The return leg was run on an artificially contoured circuit in a rough grassed area behind the control tower at Thruxton Aerodrome when the Clubs team was again successful. Both legs were accompanied by a full social programme which combined to make the association both enjoyable and memorable.

A few summer evening events were held on the makeshift Thruxton scramble circuit but they were not well supported by the public and the course was dusty in the dry, clingy in the wet and, as it included no natural hazards or hills, further efforts were abandoned.

The Club has not run a Scramble or MotoCross event since 1982.

Compiled by: Wilf Paskins, member since 1945

October 2000

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB

Sporting History - Grass Track Races.

The Club held its first grass track races on Easter Monday in 1946, less than a year after the war in Europe, at Hound Farm near Hamble. The circuit was about one third of a mile in length and the event attracted an entry of thirty riders including Charlie May, Bob Oakley, Bert Croucher, Jimmy Squib and Freddie Williams who all graduated to become very successful speedway riders. Riding in the Novices race with Freddie Williams was Syd Lawton, who later became a Norton Works road racer and a much respected tuner and race entrant.

A second event was held at Pinns Farm, West Wellow on a field adjacent to the meadow the Club was using for scrambles, and two more in 1947 at the same venue.

In 1948 the Club combined with the Bishops Waltham MCC to run grass track meetings under the name of The Ashton Combine on a field at Ashton Farm, on the outskirts of Bishops Waltham. This circuit was almost ideal for grass track racing as the land contours provided first class parking and viewing facilities. Five events were run in 1949, five more in 1950 and three in 1951.

These events usually attracted about 70 solo riders mostly on JAP or Rudge speedway bikes and eight sidecars. Bert Croucher, Bob Oakley, Dink Philpotts, Bingley Cree, Cecil Bailey, Mike Lane and Freddie Williams usually providing the excitement in the solo races with Archie Appleby, Don Slate and Tich Trollope doing spectacular things in the sidecar races. The events were supported by big enthusiastic crowds.

This period was arguably the heyday of the Clubs grass track activities. The Club was able to field so many star riders that they regularly challenged other clubs in the Southern Centre of the ACU to team match races which they most often won.

Further mention of Archie Appleby should perhaps be made, almost invincible in the sidecar races on his 600 Manx Norton with brother Tom in the chair, both well on the wrong side of 40, both nearly deaf yet they achieved considerable success, not only on the grass but in road racing, in scrambles and trials. Archies philosophy was simple, he rode the bike but it was Tom's job to look after the chair.

In 1952, Ashton Farm was sold and permission to run grass track races was withdrawn and no events were held in that year. 1953 saw a meeting at Braishfield, 1954 and 1955, one each year at Exton following which, the Ashton Combine was dissolved mainly for reasons in connection with the road racing activities at Thruxton. It was 12 years before the Club ran another grass track event when in 1967 a circuit at West End was used and in 1968 a circuit at Butlocks Heath, both venues being near Southampton.

The farming situation at the field used in West End changed and the Club was unable to find an alternative venue and also lacked a member enthusiastic enough to pursue grass track racing activities. In 1976 the situation changed and the West End venue again became available for two years. A venue became available at Grately, nr. Andover in 1978 when three meetings were held followed by three more in 1979. In this period Bernie Leigh, Mark Bisson, Pat Jeffery and Keith Richards on solos were regular competitors as were Ken Lane, Arthur Dibben and Vic Hiscock riding sidecar outfits.

In 1982 the Club again started to run race meetings jointly with the Bishops Waltham club who seemed to have circuits available but not the members to run the meetings and this co-operation maintained till 1990 with a total of eleven events being run at various locations including Grazely, near Reading, West End, Waltham Chase and Enham. During this period the demand for events from riders was high, entry lists of a hundred or so solo riders and thirty sidecars were not uncommon.

In each of the years 1991, 1992 and 1993 the Club ran two events at Finkley Manor Farm near Andover and some fine racing was witnessed when the field was not too dry, otherwise dust was a major hazard as were an abundance of flintstones which were uncovered by spinning wheels.

Regular riders in these two latter periods included Tim Frampton, Russell Foot, Phil Holder, John Wicks, Mark Harris, Mark Seabright, Keith Richards and Kevin Buck on solos and Paul Nelson, Mike Keep, Pete Dyer, Derek Golden and John Hiscock on sidecars.

The Club has not run a Grass Track meeting since 1993.

Compiled by Wilf Paskins, member since 1945.

November 2000

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB

Sporting History - Trials.

The Club has promoted two or three sporting trials every year since 1946, for the first two or three years using observed sections in the West Wellow area followed by the use of the Fair Oak and Swanwick areas till 1956 returning to the West Wellow and Sherfield English areas up to 1958. The Club's strength organising trials and the individual riders competing in them and those run by other Southern Centre ACU clubs can best be illustrated by an extract from the report for the year 1950 submitted by the Committee to the 1951 AGM.

During 1950 the Club maintained its individuality in organising trials and, in addition to the well established Presidents Cup event, a new Open to Centre trial, the Jack White Trophy Trial was organised. The Ashes and More Ashes Trials, restricted competitions between ourselves and the X.H.G. Tigers M.C.C., were also held during the summer months. All the above trials were well supported and received favourable comments from the officiating stewards. The activities of our Trials riding competitors, some 40 in number, deserves some comment. During the past year there have been 26 Open to Centre Trials involving the presentation of 553 awards, of these, our own members have gained 198, representing 35.78%. Analysing these still further they have gained 11 Premier Awards out of 26 representing 42.2%, 7 Opposite Class Awards out of 8 - 87.5% and 12 Team Awards out of 24 - 50%. A really remarkable achievement when it is borne in mind that the remainder of Awards were shared out between the other 37 Clubs in the Centre.

Competition between Southern Centre clubs for the team awards was quite intense. Before the start of a Trial about half a dozen local clubs would nominate three of their members riding in the trial as their team. The Clubs team was usually made up from regular riders Ken Edwards, Gilbert Buttegieg, Dave Pragnell and Ray Russell and one or the other of them often won the Premier Award for the event, with the others finishing well enough to secure the team award. In the years to 1965, the Clubs name often appeared as winners or runners up in the Southern Centre Trials League. Later, when the Southern Centre ran Team Trials, the Club continued to enjoy successes.

In the early post war years, and in the mid fifties, petrol supplies were rationed. As trials routes covered thirty miles or more and travel to and from the start often meant another 50 miles or so, and as low geared trials bikes were not particularly economic, it meant that the whole of a months ration could be used in a day. It so happened that two of the clubs regular riders, Dave Pragnell and Cecil Rann, were parcels carrier transport operators equipped with covered Luton bodied lorries, so, early each Sunday morning during the trials season would see Dave picking up riders on the East side of Southampton and Cecil on the West side to travel to the starting point of the days trial. These journeys were much enjoyed social events in themselves.

There was always a lot of friendly rivalry between the Club and the XHG Tigers club of Christchurch and, because there were no ACU Centre trials during the summer months, the two clubs put on a trial each, one called "The Ashes" and the other called, *would you believe*, "The More Ashes" which, because of their informal nature, were really good fun - but they were hotly contested by both clubs expert riders.

In 1947, Club President, Alec Bennett, presented the Club with a trophy so until he handed the Club Presidency to Syd Lawton in 1970, our major trial was for "The Presidents Cup". Then, in 1950, Club Vice-President Jackie White presented a trophy to the Club and this has been competed for every year to the present.

Always prepared to innovate and to experiment, the early fifties club trials would include long timed sections where the fastest rider would set 'standard time'. One such section ran along the shingle beach on the East side of Southampton Water from Hook to Brownwich. This section was popular with some riders but not others and certainly not with the owners of week-end holiday chalets at the Solent Breezes site who didn't much like their peace being disturbed. Neither were these sections too popular with the ACU as speed became too much of a factor. Nevertheless, in the sixties, the Club ran a number of 'Scott' type trials which were 'timed and observed' events.

The West Wellow area has always been regarded by the Club as providing venues for its trials but, in the period 1956 to 1962, the Club enjoyed use of a Scrambles circuit on the Beaulieu Estate and was able to take advantage of the terrain to provide some trials sections. Finding suitable nearby sections and obtaining permission to use them was difficult but one trial was held in the area in each of these years.

During the seventies, land at Sherfield English was used for the Jack White Trial, 'timed and observed' trials were run at a number of different locations including Fawley and on land at Tidworth and at Weavers Down owned by the Ministry of Defence. Club riders enjoying success in this period included Mike Jackson and brother John, Jim Cox, Ron Pullinger, Frank and Penny Page but dominant in the Southern Centre were Geoff Chandler and Geoff Guy on solos, Roy Wilkins and George Greenland in the sidecar class. This period saw the start of far reaching changes in the trials world. Previously the bikes were perhaps less important than the riders, they were all more or less the same, telescopic forks, air cooled single cylinder engines in steel tubular frames, drum brakes and rigid rear frames or sprung with two shock absorbers. All classes of bike competed against each other, two strokes and four strokes alike. Awards were fairly simple, Premier, for the best performance, then First and Second Class awards for the next best on a percentage of the entry basis, then Intermediate and Novice awards. Many observed sections encountered were described as 'up a bank and round a tree' which advantaged the lightweight twostrokes whilst 'mudplugs' favoured the heavier fourstrokes. The arrival of bikes like the lightweight Bultaco two stroke with improved engine torque characteristics at lower revs and vastly improved suspension started the changes.

Further dramatic changes followed with the arrival of Montesas, Ossas etc. and, in 1983 the



appearance of Fantics and Yamahas with single shock absorber suspension at the rear.

These developments changed the face of trials, such were the acrobatics that could be performed, sections could be marked out incorporating standards of difficulty which would have been impossible just a decade or so before. So much so that the eighties saw the start of 'arena trials' in which riders competed on short circuits over man-made obstacles.

Some club members competed in such events and, in 1985 and again in 1986, the Club ran a three day arena trial on Southampton Common as one of the attractions of Southamptons Carnival week. Just prior to this a trial was run in the grounds of the Botleigh Grange Hotel which combined arena trial obstacles and natural sections.

The late seventies saw the start of the boom in the Classic bike movement which is now supported by a number of magazines and a whole industry devoted to the preservation of British motorcycles. Many members of clubs ride the bikes they have owned for years, others ride what they buy and restore. Many small businesses deal in second hand serviceable parts and many manufacture pattern spares, all of which provide for the bikes to be maintained and repaired when required. Trials events are a branch of motorcycle sport which encourages



older riders to dig out the bikes they rode in earlier years and continue to compete against many of their old compatriots in the 'pre-65' class. The names of Sammy Miller, Geoff Chandler on solos have frequently appeared in the awards lists of Club trials.

In 1979 and 1980, the Club ran 'timed and observed' team relay trials on Ministry of Defence land for a trophy presented by Rafferty Newman. Eight teams from Southern Centre clubs entered the events and both were won by the Waterlooville Club. Interesting to note was that well over half of the bikes were Bultacos.

Through the eighties, the Club ran two trials each year, the 'Jack White' in the West Wellow /Sherfield English area in November and the other named 'The Mixed Bag' run first at Tidworth, then on a closed circuit at Hut Hill,

Forestry Commission land between Southampton and Chandlers Ford. The Club is indebted to the Waltham Chase Youth Club for permission to use this land. Competition classes in these trials included: solos and sidecars, single shocks, twin shocks, pre 65, Over 40's, Clubmen on Trail and Enduro bikes.

Marking was also changed from the old 'three marks lost for footing, even just one 'dab' originally, and five for a stop in the section, to a 0.1.2.3 or 5 system as follows: Footing once- 1 mark, twice-2 marks, more than twice- 3 marks lost, Stopping (ceasing forward motion) or a wheel passing outside of a section marker- 5 marks lost and, for sidecars, if the passenger touches the ground or a tree- 5 marks.

Not all classes tackled identical observed sections, they mostly started from the same point but then rode between different coloured markers through the sections. It was not uncommon for observers to be confused on arriving and it was often necessary for the Clerk of the Course to explain the details on his lap of the circuit prior to the start. Successes were marked up by Rob Doney and Colin Stainer on solos, Dick Ramplee and Graham Campbell on sidecar outfits, to name but a few. Club members competing were not numerous but George Herbert, Frank and Penny Page, Brian Boden and son Ralph enjoyed some successes as did Pete Wildsmith who won numerous Trailbike class Premier awards in our trials and in those run by other Southern Centre clubs.



In 1991, the name of the Mixed Bag trial was changed to 'The Dave Pragnell Trial' in memory of Dave who had been Chairman of the Club for 37 years, otherwise the pattern of the events of the eighties continued with all Jack White trials being held at Bryces Farm, Sherfield English. This course comprised three old worked-out chalk and sandpits, two of which were quite small but the third large enough to accommodate up to 12 sections, all contained mature trees, saplings and exposed tree roots on the steep slopes. The course at Hut Hill was in about 10 acres of hilly, and in places, dense woodland crisscrossed by tracks with slippery banks.

Neither required the use of public roads, which is now a common practise, most trials bikes are not road registered and are trailered to the events. A number of these trials during the nineties were run as rounds of the Southern Centre ACU Sidecar Star and Clubman Championships and successes were chalked up by Steve Tocock, Bernie Chambers in the Star class, Phil Bridges and Ian Wakeford in the Clubman class but Ian was not in the clubman class for long and he is now the Southern Centre sidecar champion. Club members enjoying some successes included George Herbert and son Geoff, Jack Pinckney and Ralph Boden.

Compiled by: Wilf Paskins, member since 1945

March 2001

in Complete 1.

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB

Results History of the Endurance Races Promoted by the Club.

1955

9 HOUR RACE

THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	W.E.Dow	E.B.Crooks	500 B.S.A
2nd.	K.W.James	I Lloyd	350 B.S.A
3rd.	D.T.Powell	B.Newman	500 Norton Dominator
4th.	H.L.Williams	G.W.Shekell	500 Triumph T100
5th.	J.F.Righton	R.J.Langston	350 B.S.A
6th.	G.J.Hughes	S.W.Stevens	750 Triumph T110

1956

9 HOUR RACE

THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	K.W.James	I.Lloyd	350 B.S.A
2nd.	B.D.Codd	F.A.Rutherford	500 B.S.A
3rd.	H.Argent	E.P.Eacott	500 B.S.A.
4th.	T.Godfrey	D.T.Powell	350 B.S.A
5th.	D.G.Chapman	N.J.Hill	500 B.S.A
6th.	R.Lawrence	G.H.Turner	500 B.S.A

1957

9 HOUR RACE

THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	F.Webber	R.Avery	350 B.S.A
2nd.	G.Hughes	S.Stevens	650 Triumph
3rd.	D.T.Powell	B.Newman	692 Royal Enfield
4th.	H.Hutchinson	R.Fox	350 B.S.A
5th.	J.Tickle	V.Graham	500 B.S.A.
6th.	R.Thompson	P.Arnott	500 B.S.A

1958

500 MILES RACE

THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	M.Hailwood	D.Shorey	650 Triumph
2nd.	R.G.McIntyre	D.T.Powell	692 Royal Enfield
3rd.	K.W.James	B.Newman	692 Royal Enfield
4th.	J.H.Lewis	P.B.James	600 BMW, R69
5th.	P.Tait	D.Peacock	650 Triumph, T110
6th.	H.German	C.A.Rowe	600 Norton Dominator

1959

500 MILES RACE

THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	H.Lewis	J.Daniels	600 BMW, R69
2nd.	T.Godfrey	R.Holder	650 Triumph, T120
3rd.	D.T.Powell	L.Carr	500 B.S.A.
4th.	P.B.James	V.Willoughby	499 Veloçette Venom
5th.	A.R.Burton	C.R.Erskine	650 Triumph, T120
6th.	D.Woodman	D.Lee	500 B.S.A

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

2.

1960 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed	
1st.	R.J.Langston	D.Chapman	650 AJS. 31CSR	68.48 mph
2nd.	D.Shorey	L.Payne	650 Triumph T120	
3rd.	J.R.Holder	P.Webb	650 Triumph T120	
4th.	R.Minto	J. Simmons	650 Triumph T120	
5th.	D.Greenfield	F.Swift	497 Norton Domi.88	
6th.	V.W.Cottle	R.Blanning	650 Matchless G12 CSR	

1961 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed	
1st.	T.Godfrey	J.R.Holder	650 Triumph T120R	67.29 mph
2nd.	D.Greenfield	F.Swift	497 Norton Domi. 88	
3rd.	T.Thorp	R.Mayhew	499 Velocette Venom	
4th.	P.Tait	R.Fay	650 Triumph T120R	
5th.	F.Neville	F.Rutherford	650 AJS 31CSR	
6th.	R.Grant	K.Payne	499 Velocette Venom	

1962 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed	
1st.	P.W.Read	B.P.Setchell	650 Norton	76.45 mph
2nd.	R.Ingram	F.Swift	497 Norton Domi.88	
3rd.	E.Boyce	T.Phillips	499 Velocette Venom	
4th.	S.B.Manns	M.Gunyon	650 AJS 31CSR	
5th.	R.J.Langston	B.Main-Smith	650 Norton	
6th.	F.A.Rutherford	J.H.Lewis	650 Matchless G12 CSR	

1963 500 MILES RACE THRUXTON CIRCUIT

	Riders		Machine	Speed
1st.	P.W.Read	B.P.Setchell	647 Norton	68.57 mph
2nd.	W.S.Mizen	J.Holder	649 Triumph	
3rd.	J.Bowman	R.Chandler	649 Triumph	
4th.	M.A.Duff	W.A.Smith	646 AJS	
5th.	B.Davis	W.Scott	498 Triumph	
6th.	T.Phillips	T.Thorpe	499 Velocette Venom	

1964 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed	
1st.	B.P.Setchell	D.Woodman	650 Norton	69.57 mph
2nd.	P.H.Tait	F.Swift	650 Triumph T120	
3rd.	A.Harris	H.German	499 Velocette Venom	
4th.	J.R.Holder	J.Payne	600 BMW	
5th.	R.Avery	P.B.James	499 Velocette Venom	
6th.	P Butler	A Smith	650 Triumph	

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

3.

1965 500 MILES RACE CASTLE COMBE CIRCUIT

	Riders	Machine	Speed
1st.	D.Degens	B.Lawton	650 Triumph
2nd.	A.Smith	M.Ling	650 BSA
3rd.	D.Minter	P.Inchley	250 Cotton
4th.	J.Busquets	C.Rocamura	175 Montesa
5th.	W.Purnell	D.Cooper	650 Triumph
6th.	P.Williams	W.Smith	750 Matchless

1966 500 MILES RACE BRANDS HATCH CIRCUIT

	Riders	Machine	Speed
1st.	D.Degens	R.Butcher	650 Triumph
2nd.	P.Tait	P.Read	650 Triumph
3rd.	A.Jenkins	D.J.Dixon	745 Norton
4th.	D.Chapman	R.Avery	649 Triumph
5th.	P.J.Dumphry	R.Pickrell	649 Triumph
6th.	T.Phillips	D.L.Croxford	499 Velocette Venom

1967 500 MILES RACE BRANDS HATCH CIRCUIT

	Riders	Machine	Speed
1st	P.Tait	R.Gould	649 Triumph
2nd.	P.J.Dumphry	R.Pickrell	649 Triumph
3rd.	K.Cass	C.Vincent	247 Suzuki
4th.	G.Penny	T.Dunnell	347 Honda
5th.	R.Knight	M.Andrew	649 Triumph
6th.	C.Thompsett	R.Baylie	249 Ducati

1968 500 MILES RACE BRANDS HATCH CIRCUIT

	Riders	Machine	Speed
1st.	D.Nixon	P.Butler	490 Triumph
2nd.	G.Keith	B.Ball	250 Suzuki
3rd.	T.Dickie	C.Mortimer	250 Ducati
4th.	T.Robb	C.Vincent	500 Suzuki
5th.	R.Knight	M.Carney	490 Triumph
6th.	J.Strijbis	R.Harrington	650 Triumph

1969 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	P.Tait	M.Uphill	650 Triumph
2nd.	J.Cooper	S.Jolly	650 Triumph
3rd.	L.Phelps	C.Carr	650 Triumph
4th.	A.Smith	P.Mahoney	654 BSA
5th.	K.Buckmaster	G.Collis	650 Triumph
6th.	R.Knight	M.Carney	490 Triumph

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

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1970 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	P.Williams	C.Sanby	745 Norton
2nd.	B.Steenson	P.Mahoney	747 BSA
3rd.	G.Sanders	D.Jones	670 BSA
4th.	J.Brett	A.Walsh	649 Triumph
5th.	R.Wittich	T.Melody	745 Norton
6th.	A.Jefferies	J.Barton	668 Triumph

1971 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	P.Tait	D.Croxford	744 Triumph
2nd.	J.Barton	R.Heath	750 BSA
3rd.	D.Cash	A.Melody	745 Norton
4th.	G.Sanders	D.Jones	750 BSA
5th.	R.J.Duffy	D.Gibson	745 Norton
6th.	R.L.Knight	M.Carney	750 Triumph

1972 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	D.Croxford	M.Grant	745 Norton
2nd.	R.Butcher	J.Harvey	745 Norton.
3rd.	D.Nixon	P.Butler	741 Triumph
4th.	T.Waterer	G.Sanders	745 Norton
5th.	H.Evans	D.McMillan	736 Honda
6th.	D.Lunn	R.Cope	736 Honda

1973 500 MILES RACE THRUXTON CIRCUIT

	Riders	Machine	Speed
1st.	R.Butcher	N.White	745 Norton
2nd.	D.McMillan	H.Evans	500 Honda
3rd.	T.Dickie	C.Wall	745 Norton
4th.	N.Rollason	R.Bowler	500 BSA
5th.	S.Baldwin	P.Crew	500 Honda
6th.	G.Fougeray	J.P.Bertsch	750 Yamaha

1974 THRUXTON POWERBIKE INTERNATIONAL

	Riders	Machine	Speed
1st.	B.Ditchburn	K.Ballington	748 Kawasaki
2nd.	D.Potter	G.Green	741 Triumph
3rd.	P.Tait	B.Heath	741 Triumph
4th.	C.Brown	P.Gurner	1000 Laverda
5th.	C.Revett	S.Parrish	350 Yamaha
6th.	J.P.Orban	R.Mullender	1000 Kawasaki

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

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1975

THRUXTON POWERBIKE INTERNATIONAL

	Riders	Machine	Speed
1st.	A.Vial	J.Luc	1000 Kawasaki
2nd.	J.C.Chemarin	H.Rigal	748 Honda
3rd.	G.Godier	A.Genoud	1000 Kawasaki
4th.	A.Halbfeld	P.Zettelmeyer	900 B.M.W.
5th.	R.Ruiz	C.Huguet	1000 Japauto
6th.	J. Strijbis	B.Newby	750 Triumph

1976

GRAND PRIX D'ENDURANCE THRUXTON

	Riders	Machine	Speed
1st.	R.Ruiz	C.Huguet	750 RCB Honda
2nd.	J.C.Chemarin	P.Evansq	750 RCB Honda
3rd.	G.Green	D.Croxford	1000 Japauto VX941
4th.	S.Woods	T.Rutter	750 RCB Honda
5th.	J.Bernard-Peyre	M.Maingret	900 Kawasaki Z1
6th.	J.Wells	T.Osborne	850 Moto Guzzi

1977

GRAND PRIX D'ENDURANCE THRUXTON

	Riders	Machine	Speed
1st.	S.Woods	C.Williams	997 Honda RCB
2nd.	C.Huguet	P.Corhonen	997 Honda RCB
3rd.	C.Leon	J.C.Chemarin	997 Honda RCB
4th.	T.Rutter	R.Maeshall	997 Honda RCB
5th.	J.Luc	P.Soulas	997 Honda RCB
6th.	G.Green	M.Maingret	1000 Japauto VX941

1978

GRAND PRIX D'ENDURANCE BRANDS HATCH

	Riders	Machine	Speed
1st.	S.Woods	C.Williams	997 Honda RCB
2nd.	C.Leon	J.C.Chemarin	997 Honda RCB
3rd.	R.Ruiz	R.Hubin	1000 National Moto
4th.	D.Rouge	D.Pernet	1000 National Moto
5th.	G.Green	B.Murray	997 Honda RCB
6th.	R.Peckett	T.Holland	984 Kawasaki

1979

GRAND PRIX D'ENDURANCE BRANDS HATCH

	Riders	Machine	Speed
1st.	C.Huguet	R.Hubin	1000 Kawasaki
2nd.	T.J.Peyre	A.Guin	750 National Moto
3rd.	A.Lee	S.Henshaw	499 Suzuki
4th.	D.Pendlebury	P Blosser	984 Kawasaki
5th.	W.Schneider	P.Dydra	997 Honda RCB
6th.	J. Van de Wal	J.Van Schjndel	997 Honda RCB

6.

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB
Results History of the Endurance Races Promoted by the Club.

1981 GRAND PRIX D'ENDURANCE DONNINGTON PARK

	Riders	Machine	Speed
1st.	Herve Moineau Richard Hubin	997 Suzuki	80.12mph
2nd.	Kiochi Shimada Helmut Scheurlein	650 Yamaha	
3rd.	Ron Haslam Joey Dunlop	999 Honda	
4th.	David Railton Mike James	950 Ducati	
5th.	Clive Horton Patrick de Radigues	999 Honda	
6th.	Johan Van de Wal Jack Buybaert	997 Honda	

1982 GRAND PRIX D'ENDURANCE DONNINGTON PARK

	Riders	Machine	Speed
1st.	Herve Moineau Richard Hubin	997 Suzuki	86.88 mph
2nd.	Dominique Auguin Wolfgang Gierden	997 Honda	
3rd.	Jean Lafond Herve Guilleux	1000 Kawasaki	
4th.	Jean.Claude Chemarin JacquesCornu	1000 Kawasaki	
5th.	Jim Wells Mark Salle	995 Kawasaki	
6th.	Christian Berthod Jacques Monnin	998 Eurac Kawasaki	

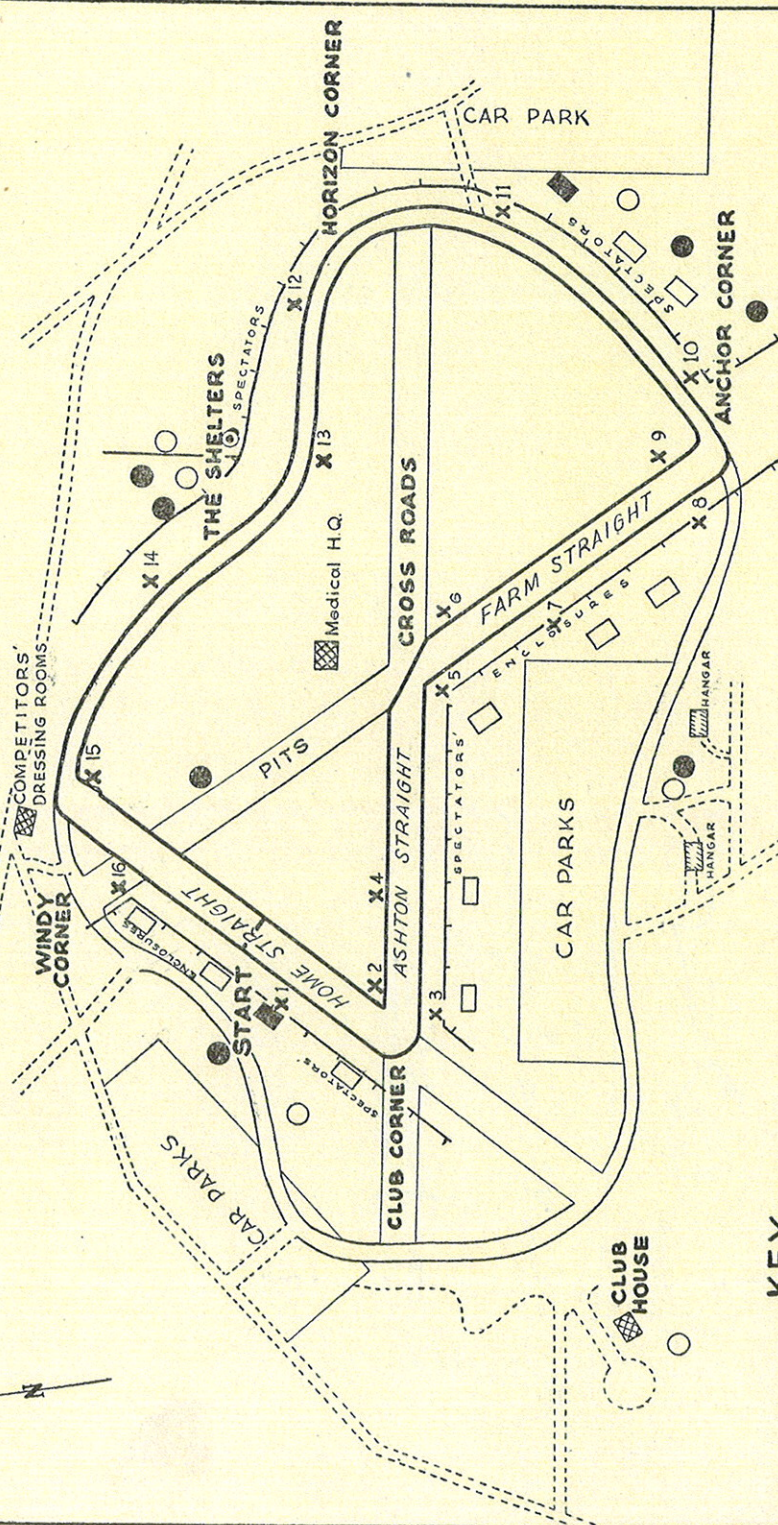
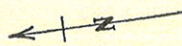
1983 GRAND PRIX D'ENDURANCE SILVERSTONE

	Riders	Machine	Speed
1st.	Herve Moineau Richard Hubin	997 Suzuki	106.32mph
2nd.	Pierre Samin Dominique Pernet	997 Suzuki	
3rd.	Jean Lafond Patrick Igoa	1000 Kawasaki	
4th.	Jim Wells Asa Moyce	995 Kawasaki	
5th.	Christian Berthod Roger Sibile	998 Eurac	
6th.	Jacques Cornu Gerard Coudray	1000 Kawasaki	

50-52

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUBRoad Racing Circuit at Thruxton Aerodrome.....

Scale of Map.
 0 50 100 150 200 250 300 YARDS



...KEY...

- X MARSHALLS POINTS 1-16
- FIRST AID POINTS AT 1,2,5,8,12,15
- LADIES
- GENTS
- REFRESHMENTS & ICE CREAM
- ▨ LICENSED BARS

WIDTH OF PERIMETER TRACK 50 ft.
 LENGTH OF CIRCUIT 1.89 MILES
 WIDTH OF RUNWAYS 52 YARDS

VW8H15

Supt of Police.
Police Station.

Brooklyn

Winter 55

Tea Tule & Propan

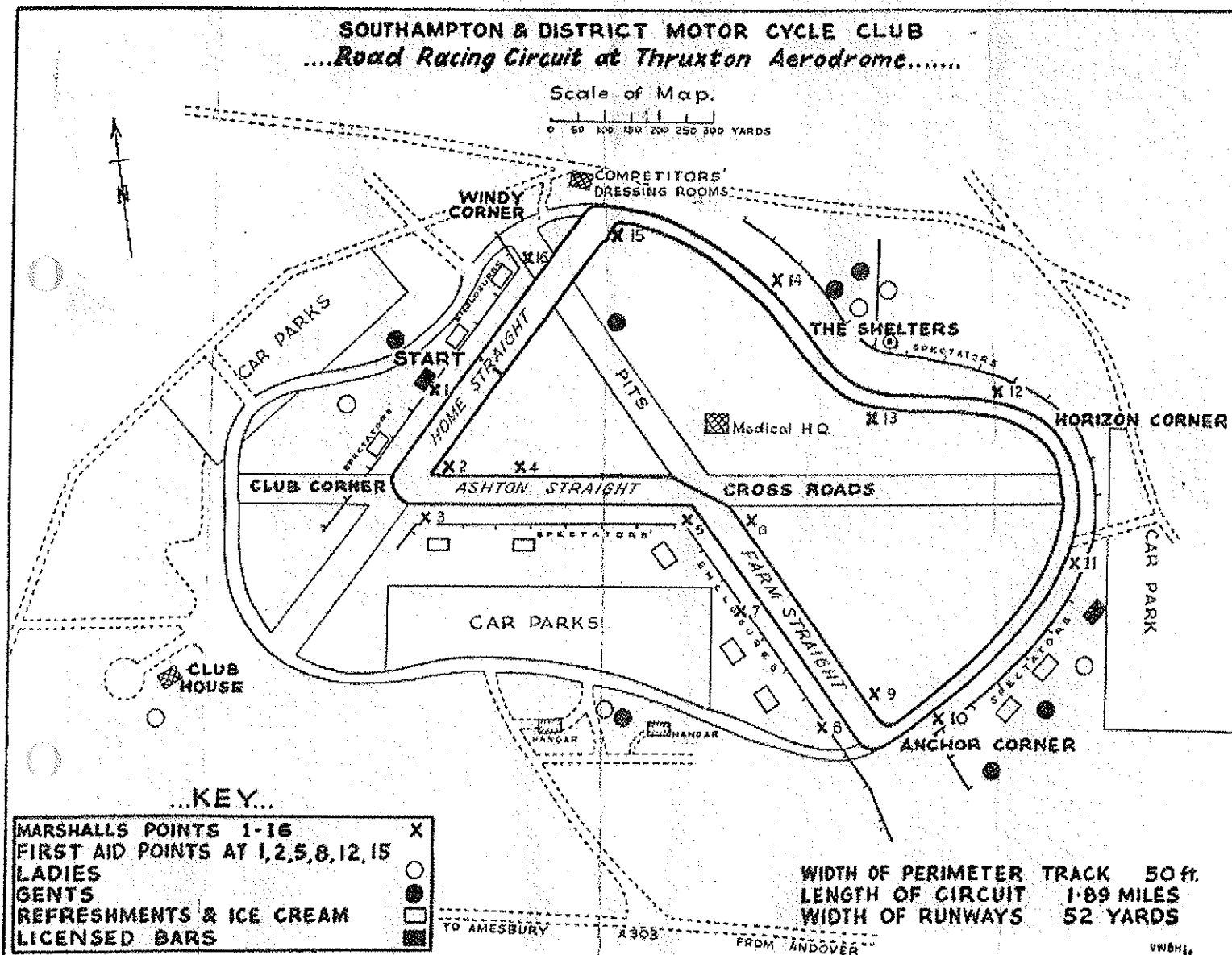
3 car per 80

50-52

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUBRoad Racing Circuit at Thruxton Aerodrome.....

Scale of Map.

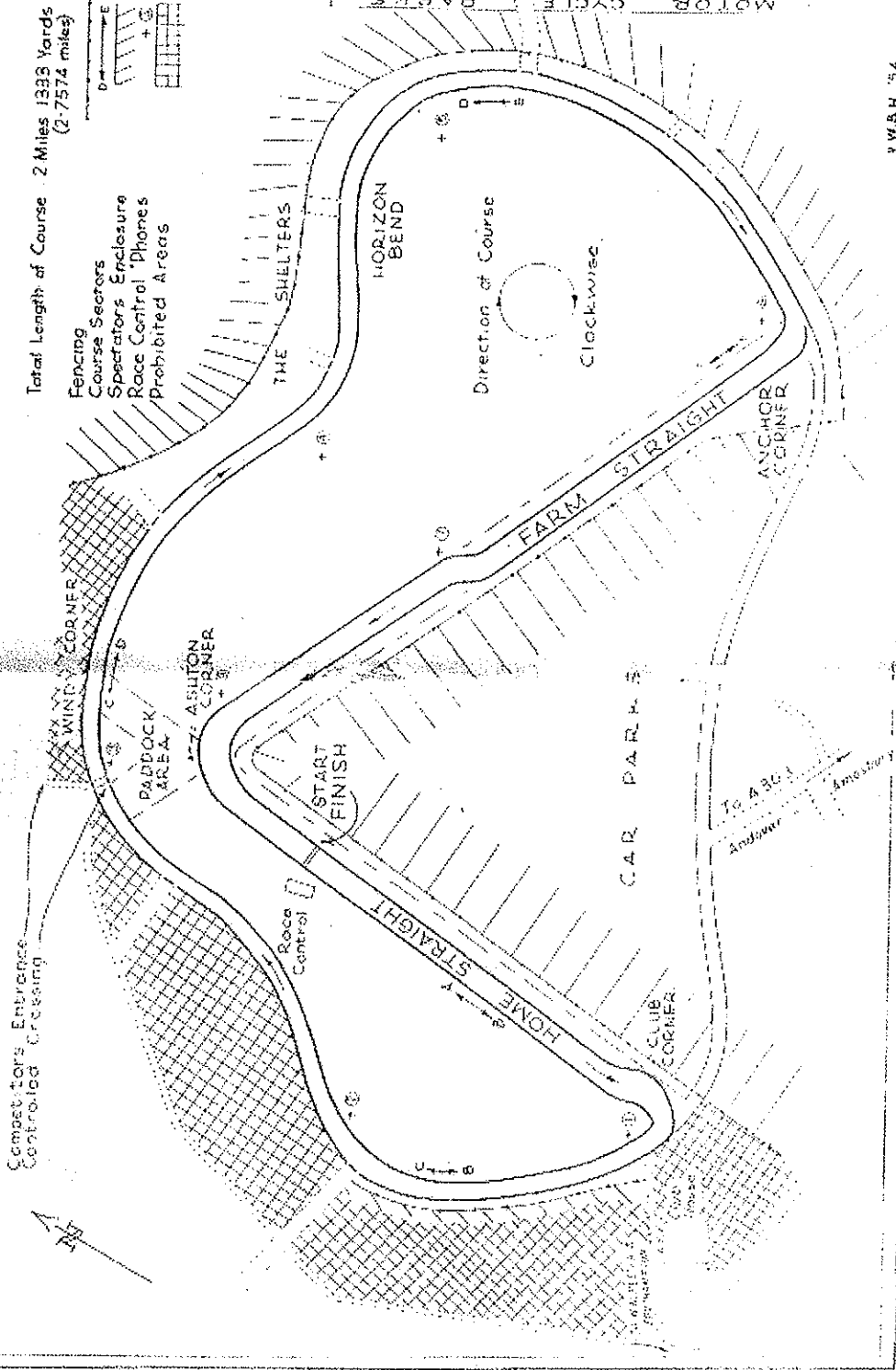
0 50 100 150 200 250 300 YARDS



53-58

THRUXTON AERODROME Road Racing Circuit

TTC 885



Everyone connected with the organisation of this Meeting is particularly anxious that your afternoon's entertainment shall not be spoiled by difficulties in leaving the circuit. In consequence everyone is asked to observe the following plan which has been issued by the Hampshire County Police. All traffic for NEWBURY, LONDON and MUDLANDS leave by Windy Corner and Horizon Bend (Gates and follow the marked route via Fyfield, Penton, Grafton and Penton Mevsey to A345 and Newbury. All traffic for WINCHESTER and SOUTHAMPTON leave by exit to rear of Club House, cross straight over the main road and proceed via Quarry Greatley and the Wallops. If all traffic will drive round the perimeter track in the direction of the course they will be able to find all exits marked with their appropriate destinations.

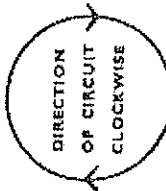
1954

THRUXTON

AERODROME ROAD RACING CIRCUIT

59-62

TOTAL LENGTH OF CIRCUIT - 2.275 Miles



WINDY CORNER

HORIZON BEND

ANCHOR CORNER

CLUB CORNER

HANGAR RISE

INSIDE OF CIRCUIT
PROHIBITED TO
SPECTATORS

AMESBURY A.303 ANDOVER 5 MLS

Everyone connected with the organisation of this Meeting is particularly anxious that your afternoon's entertainment shall not be spoiled by difficulties in leaving the circuit in consequence everyone is asked to observe the following plan:-

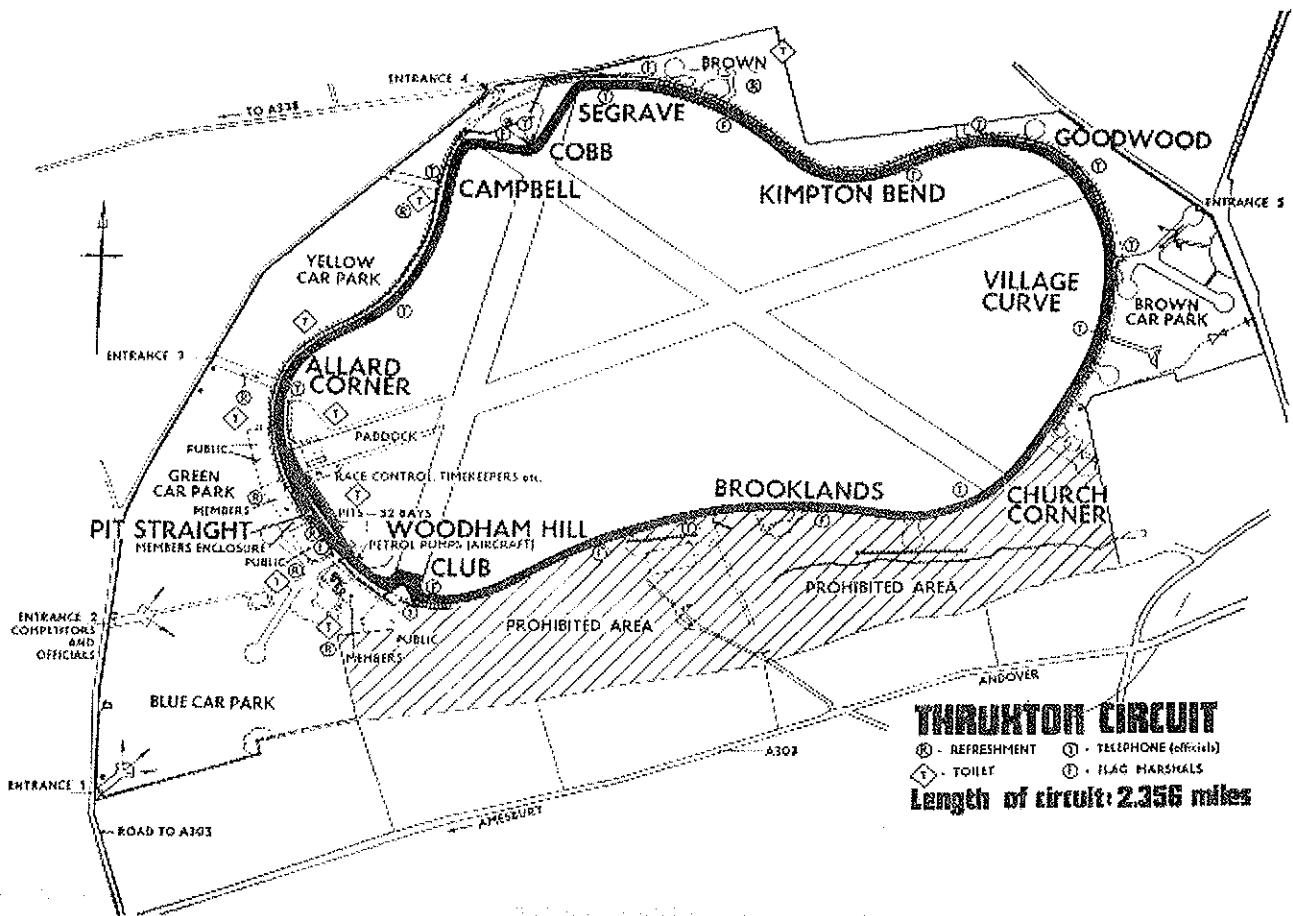
All traffic for NEWBURY, LONDON and MIDLANDS leave by Windy Corner and Horizon Bend Gates and follow the marked route via Jyfield, Penion, Grafton and Penion Mewsey to A343 and Newbury.

All traffic for WINCHESTER and SOUTHAMPTON leave by exit to rear of Club House, cross straight over the main road and proceed via Quatley Grady and the Wallops. If all traffic will drive round the perimeter track in the direction of the course they will be able to find all exits marked with their appropriate destinations.

- COMPETITION Paddock
- RACE CONTROL
- CONTROLLED CROSSING
- SHELTERS
- CAR ENTRANCE
- CAR PARKS
- MOTOR CYCLE ENTRANCES
- BLACK HANGAR
- CLUB HOUSE
- PROHIBITED AREA
- SPECTATOR ENCLOSURES
- CATERING AND TOILET FACILITIES

THE MOTOR CYCLE

Journal for the enthusiast

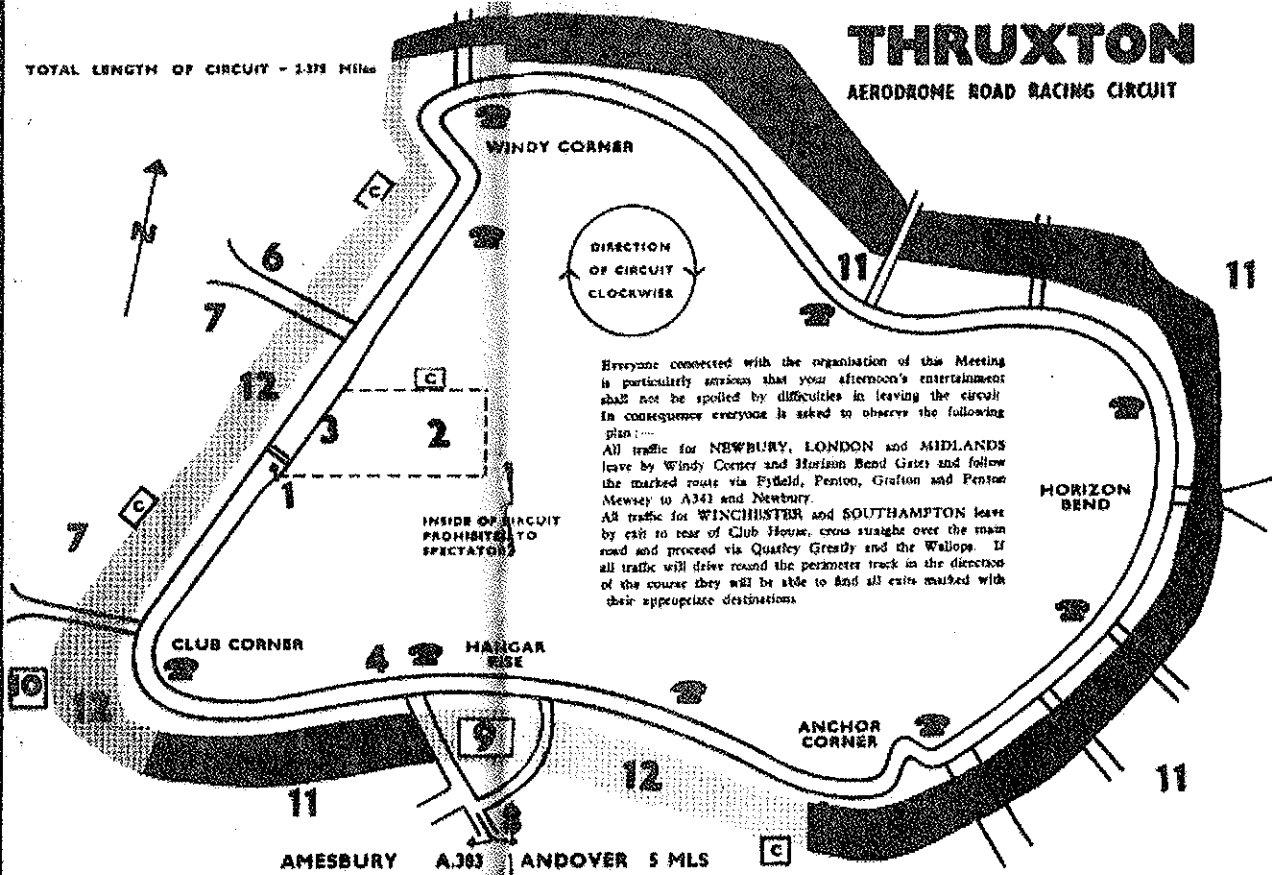


67 →

TOTAL LENGTH OF CIRCUIT - 2.375 Miles

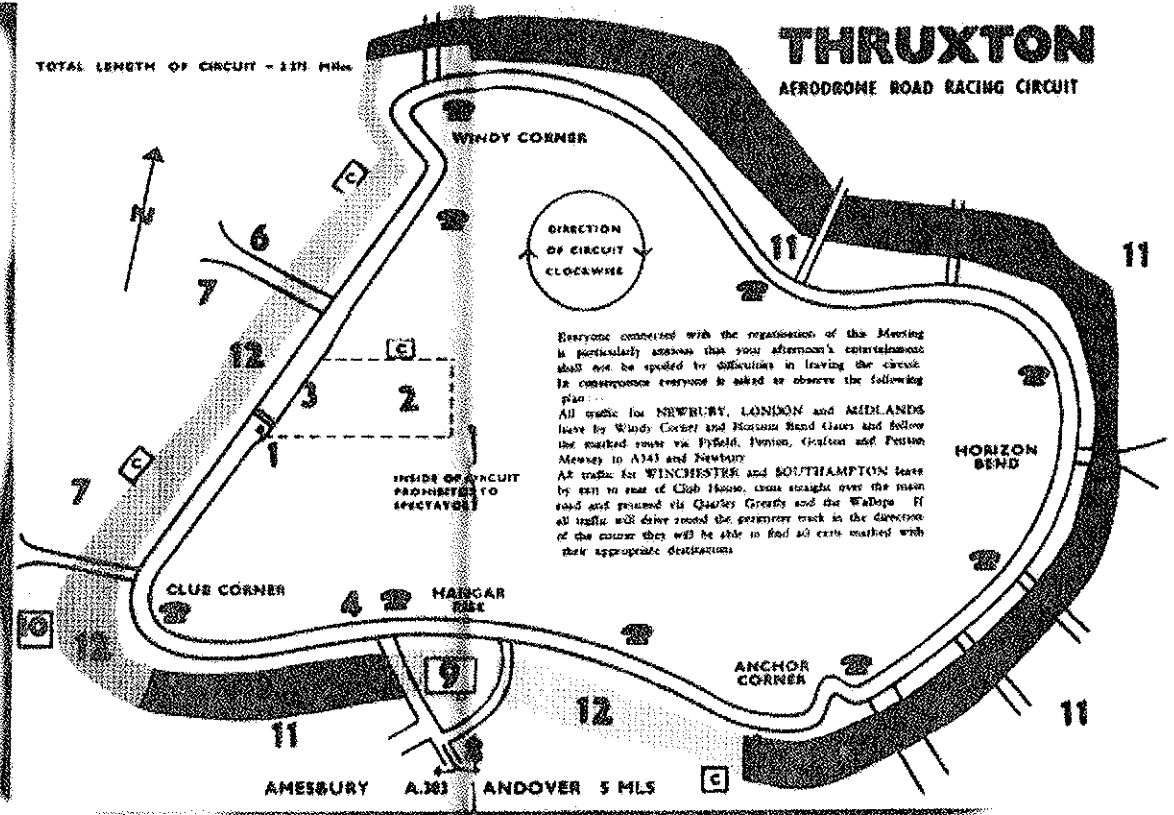
THRUXTON

AERODROME ROAD RACING CIRCUIT



TOTAL LENGTH OF CIRCUIT - 2.175 MILES

THRUXTON AERODROME ROAD RACING CIRCUIT



Everyone connected with the organisation of this Meeting is particularly anxious that your afternoon's entertainment shall not be spoiled by difficulties in leaving the circuit. In consequence everyone is asked to observe the following plan:-

All traffic for NEWBURY, LONDON and MIDLANDS leave by Windy Corner and Horsemans Bend (lows) and follow the marked route via Pyfield, Farnham, Grafton and Pettus Newey to A343 and Newbury.

All traffic for WINCHESTER and SOUTHAMPTON leave by exit to east of Club House, cross straight over the main road and proceed via Quaker Green and the Wallops. If all traffic will drive round the greenery track in the direction of the course they will be able to find all exits marked with their appropriate destinations.