

If it works on the track...



**Honda put it
on the road.**



The new HONDA 750 F2.

Phil Read says it works on the track—and he should know! The 750F2 is the road version of the machine that helped him become the first World Champion of the new I.O.M. Formula 1 Series.

Phil took the new 750F2 on the road and was really delighted with the bike. "That machine is so fantastic, so controllable..."

"Rideability was superb through the corners... the front brake was nicely progressive and there's powerful smooth transmission."

Champion Phil Read was full of praise for the 750F2's blistering performance, too.

"It did 90 in third with less than 100 miles on the clock... the engine seemed like a turbo-charged Porsche, very tractable at low revs... then with the revs over 7000 she took off like a jet."

Altogether, an absolute winner on the road. And Phil's final verdict on the fantastic 750F2?

"It's the most fabulous machine I've ridden in yonks!"

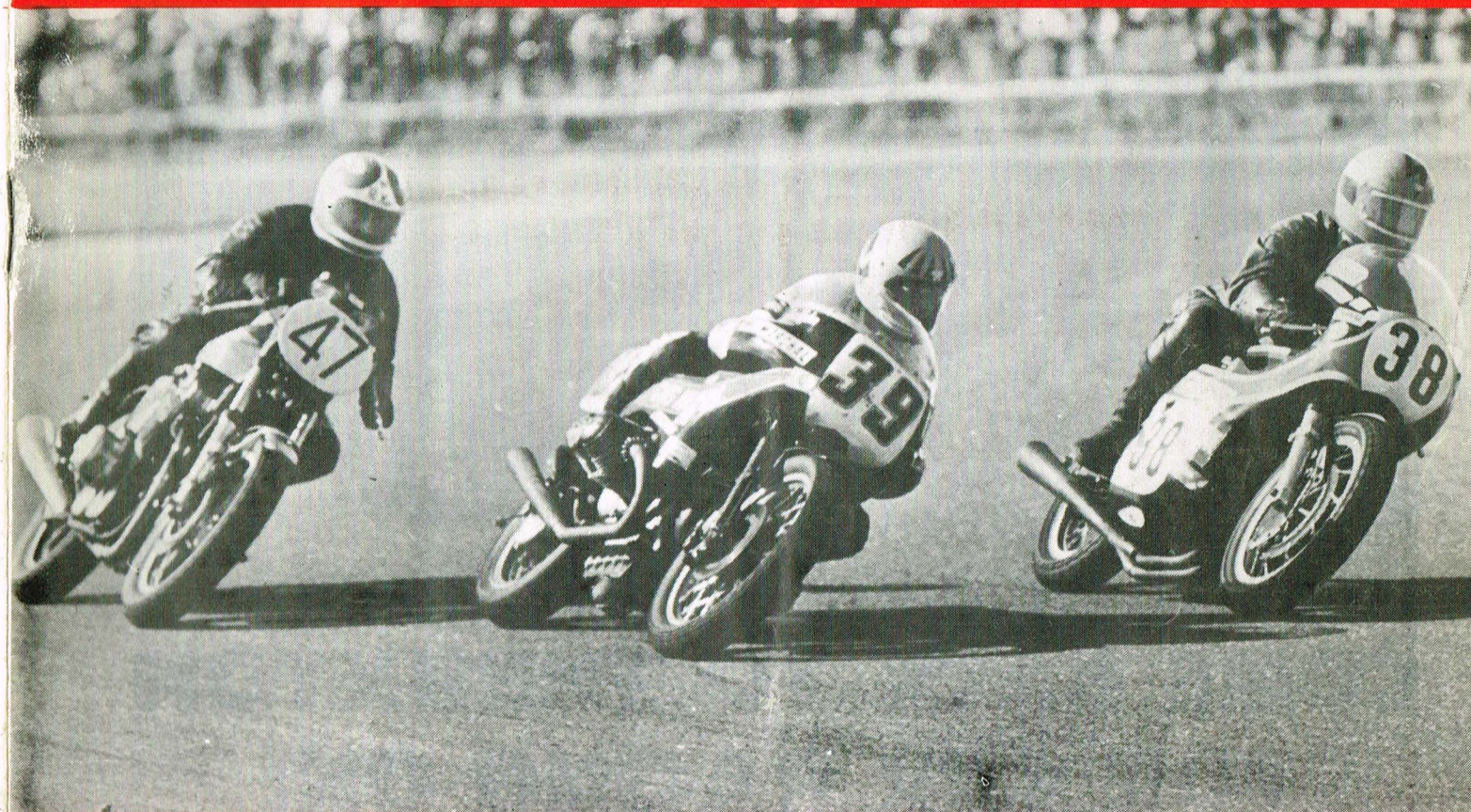
TEST RIDES NOW AVAILABLE.

Try our new 750F2 for yourself—you'll soon know why we call it a race bred thoroughbred.

Write to us for the name and address of the Honda dealer nearest to you who will be pleased to book you a test ride. **Honda (U.K.) Ltd., Power Road, Chiswick, London, W4.**



SOUTHAMPTON AND DISTRICT MOTOR CYCLE CLUB



ENDURANCE 'GRAND PRIX'

SUNDAY 25th SEPTEMBER 1977

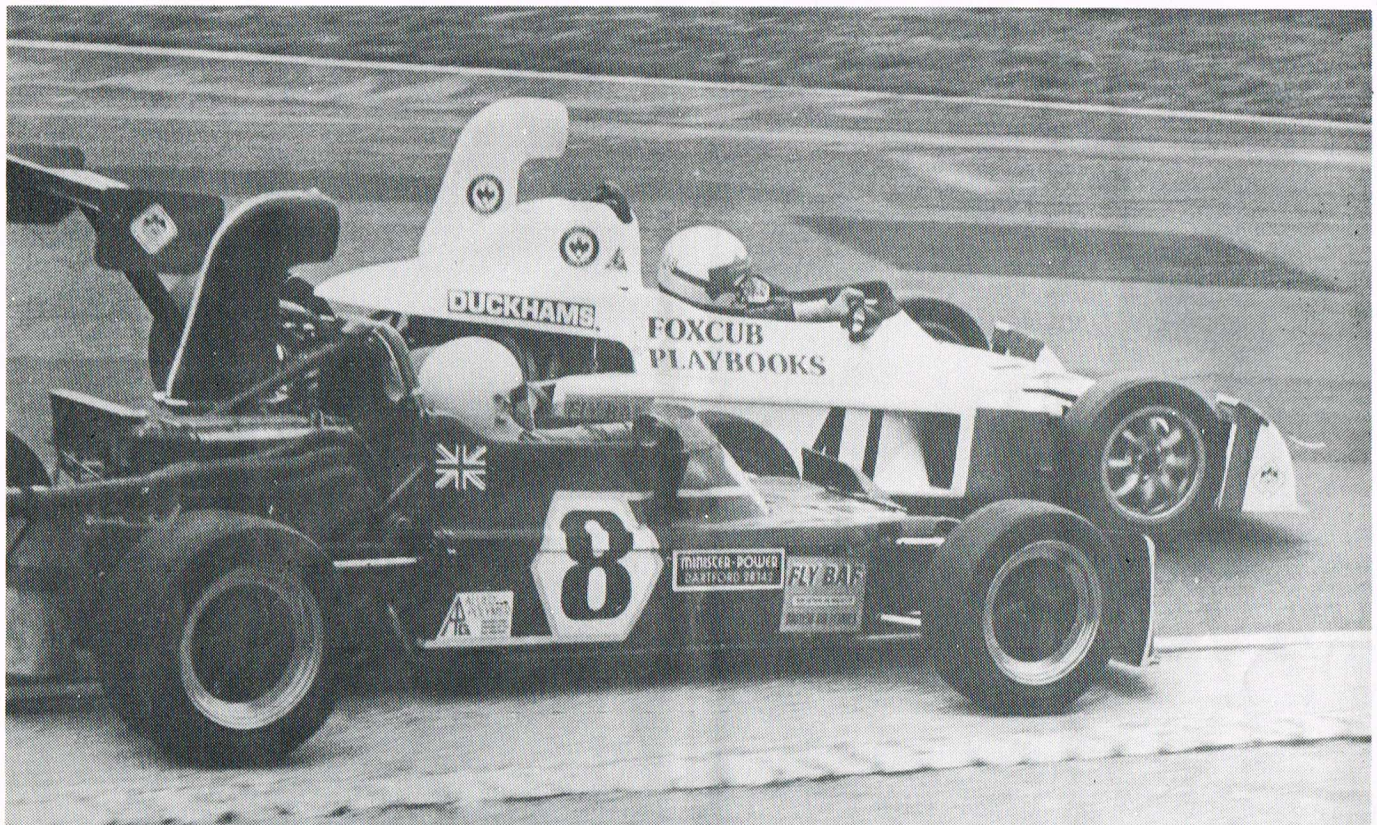
THRUXTON CIRCUIT

Nr. ANDOVER, HANTS

Club Colours - Red & White

Official Programme 30p

FROM TWO WHEELS TO FOUR



COME BACK TO THRUXTON FOR CAR RACING ON:

SUNDAY OCTOBER 30: **BARC CHAMPIONSHIP
FINALS MEETING**
(Formula Three and supporting programme)

ADMISSION: £1.60 ADULTS, 60P CHILDREN
OR SAVE ON ADVANCE BOOKING AT BARC OFFICE,
THRUXTON

AND

SATURDAY NOVEMBER 12: **GONE IN 60 SECONDS
RACEDAY**
(Formula Three and supporting programme)

ADMISSION: £1.20 ADULTS, 30P CHILDREN
OR SAVE ON ADVANCE BOOKING AT BARC OFFICE,
THRUXTON



**THRUXTON PROMOTIONS
ORGANISED BY THE BARC**

ENDURANCE GRAND PRIX BRITISH ROUND OF THE F.I.M. EUROPEAN CHAMPIONSHIP FOR THE S&D. M.C.C. "PREMIER TROPHY"

TO BE HELD ON
SUNDAY 25th SEPTEMBER 1977

THRUXTON CIRCUIT, ANDOVER, HANTS.

STARTING AT 12 NOON

Permit No. A.C.U. 1185 F.I.M. No. RO/3E/6

A.C.U. Permanent Course Licence No. 16.

An International Competition held under the International Sporting Code of the F.I.M., the General Competition Rules (10th Edition) of the A.C.U., the Standing Regulations of the A.C.U. for Road Racing and the S & D M.C.C. Supplementary Regulations.

OFFICIALS OF THE MEETING

- | | |
|--|--|
| <p>Stewards
W.E. Swann
(Appointment by the A.C.U.)
E. Thorne
A.E. Bellenger
D. Dunford</p> <p>Clerk of Course
N.E. Goss</p> <p>Secretary of the Meeting
S Spinner,
121 Warren Avenue,
Shirley, Southampton.</p> <p>Chief Timekeeper
R. Allcock</p> <p>Chief Scrutineer & Measurer
L.C. Harfield.</p> <p>Chief Pit Marshal/Chief Recorder
D.C. Pragnell/L.J. Stanfield.</p> | <p>Chief Course Marshal
P. Brown</p> <p>Starter
F. Page.</p> <p>Race Control Officer
F. Snell.</p> <p>Press Relations Officer
C. Harris.</p> <p>Travelling Marshals.
P. Bugden — J. Graham.</p> <p>Incident Officer
P. Bugden.</p> <p>Cours & Pit Marshals
Members of S & D M.C.C. and
Southern Centre Clubs.</p> |
|--|--|

MOTOR CYCLE RACING IS DANGEROUS

You are present at this meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles are absolved from all liability in respect of personal injury [whether fatal or otherwise] to you or damage to your property howsoever caused.

The use of motor cycles or other vehicles within the Paddock Area by anyone other than entered drivers and their mechanics is expressly forbidden at all times.

DOGS
In the interest of safety, dogs and other animals are not admitted to the Course.

AT LAST. A TEST OF SHEER RIDING SKILL...

For the first time... a Championship Series where skill and skill alone will separate the riders.

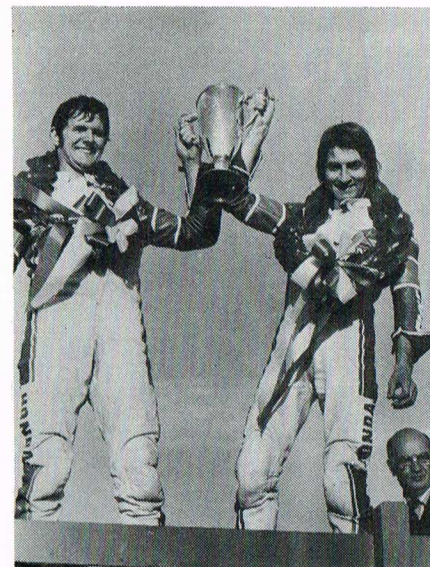
Because every machine is the same — a Honda MT125.

Factory made by the team that shattered the world with its firsts. It's a true test of riding ability. With one of the highest prizes for any '77 Championship Series as the reward....

THE HONDA 125cc CHAMPIONSHIPS



SEE THE
FINALS AT
BRANDS HATCH
OCTOBER 29th/30th
PLUS ON OCTOBER 29th
RON HASLAM RIDING
THE WORKS FORMULA 1
HONDA (on which he
won the Daily Express TT
at Silverstone)



TODAY'S STAR

VISITORS FROM EUROPE

The 1977 Thruxton 500 Miles Endurance Grand Prix is the sixth optional round in the F.I.M.'s 1977 European Endurance Championships.

Four rounds of the series have been held to date and with the smallest of margins separating the championship leaders there is little doubt that Thruxton will be the final decider.

The following are some of the main championship contenders who are racing today:—

CHRISTIAN LEON and **JEAN-CLAUDE CHEMARIN** riding a factory prepared Honda and entered by Honda France. One of the most formidable endurance racing teams this year. They finished second in Barcelona in 1976 and 1977 and won the 1976 24 Hours at Liege. Chemarin was on the winning machine in the 1976 Bol d'Or and a week later finished second at Thruxton.

CHRISTIAN HUGUET and **PENTI KORHONEN** riding a factory prepared Honda entered by Honda France. This Franco-Finish rider combination were the winning pair at Barcelona in July and earlier finished 6th in the 1000 Km. at Misano, Italy. Korhonen is a newcomer to Thruxton but Huguet was one of the 1976 winning pair on this circuit.

JACQUES LUC and another rider to be nominated will share the third Honda France factory prepared machine. Luc's best performance this year is third place in Barcelona following a sixth place the previous year. In 1975 he was in the winning Thruxton team driving a Kawasaki.

STAN WOOD and **CHARLIE WILLIAMS** riding a factory prepared Honda entered by Honda U.K. The principal British challenge to the French opposition. They won the Barcelona 24 Hours in 1976 and this year were victors in the W. German 8 hours at the Nurnberggring.

TONY RUTTER and **ROGER MARSHALL** riding the second Honda U.K. machine. Rutter well known for his short circuit and Isle of Man activities finished 5th in the 1977 Nurnberggring race. Marshall was the 1975 British Road Race champion.

GARY GREEN and **MAURICE MANGRET** riding a Honda engined special prepared by Japauto France. The present leaders in the 1977 European Endurance Championships which they have achieved with the following results, first in Italy, third in W. Germany and fourth in Spain.

ENDURANCE RACING

Its History and Possible Future

It was in June 1955 that the first endurance race was held at Thruxton followed one month later by the first 24 Hours race on the Spanish circuit at Montjuic Park, Barcelona.

From these two races has grown the present series of European events which now make up the European Endurance Championships and which according to a recent statement by the President of the F.I.M. will be elevated to World Championship status in 1979.

Some will say that the French 24 Hours, the Bol d'Or, was the first endurance race and to some extent this is true. As a long distance event at the Montlhery speed bowl it can trace its history back over some 40 years but there was a break in continuity in the late 1960's and it was not until 1970 that, due to the enthusiasm of a French motor cycle journal, the race was revived in its present format at Le Mans.

Apart from this whilst Thruxton and Barcelona encouraged the participation of production based machines the Bol d'Or concentrated on a free-for-all formula, a policy also adopted by the Liege club when they introduced a 24 hours race in Belgium.

This different approach to machine specification hindered the development of the F.I.M.'s European Endurance championships because neither the Bol d'Or nor Liege events qualified.

In 1974 a meeting inspired by the Southampton Club took place in Paris where the four race organisations agreed upon a common policy followed by a joint successful approach to the F.I.M. which changed the rules governing the championship.

From this stage onwards the Endurance championships were secure, England, Spain, France and Belgium were joined by Italy and W. Germany to provide a six race series. The publicity value of success in the series dawned on the Japanese manufacturing giants. At first Kawasaki provided modest sponsorship to European riders but subsequently withdrew to be replaced in 1976 and 77 by an all out factory challenge from Honda with a superb team of purpose built factory racing machines which have carried all before them.

There is no doubt that this successful initiative has brought considerable immediate publicity value for Honda but what effect is this one make domination likely to have on Endurance racing of the future.

With one make domination of race results public interest will probably be reduced but this could be offset by the introduction of a World Championship title in 1979 which could then attract the interest of other manufacturers.

At present Honda have only been obliged to produce a machine which is a little better, a little faster, a little more powerful than the other machines in the hands of private owners. They have obtained maximum publicity at minimum expense but all this could change if other manufacturers are drawn into the fray. The search for higher performance with consequent racing success will lead to the production of more exotic machines, production costs will escalate as laboratory built proto-types become the order of the day.

A major manufacturer embarks upon a racing programme primarily for publicity purposes but all too often the time comes when the cost of racing exceeds the value of the publicity return and those responsible for factory policy decide that it is time to discontinue racing with considerable harm to the sport. That has happened before in Grand Prix racing and the same thing could arise in Endurance racing within a few years unless carefully considered measures are adopted to control the costs of specially built factory racing machines.

A return to something more akin to the original production machine conception would help, the new T.T. Formula 1 is a likely possibility but what would be the reaction of the Belgian and French organisers? They opted out of the European Endurance series initially because they wanted a free formula for competing machines. Would they still be prepared to opt out of a World Championship series for the same reasons?

NEVILLE GOSS

MICHEL FRUTSHI and **JEAN-FRANCOIS BALDE** riding a 1000cc Kawasaki prepared and entered by the superbly efficient Godier-Genoud organisation. This Franco-Italian combination easily established the fastest practice lap at Barcelona this year following which Frutshi took a commanding lead at the start of the race only to fall off and retire after 15 laps.

ROGER NICHOLLS and **EDDIE ROBERTS** riding a Super Sport Ducati entered by Sports Motorcycles of Manchester. Two of the better known British short circuit and Isle of Man racers. It was on this machine that Nicholls finished such a close second to Phil Read on the Honda in this year's new Formula 1 T.T.

ENTRIES

NOTE: The second named driver in the programme will, while racing, wear a white armband on each arm.

ALL FRONT NUMBERS MATT BLACK ON MATT WHITE PLATE

ALL SIDE NUMBERS MATT BLACK ON MATT YELLOW PLATES

1. **Honda RCB750 997cc**
Entered by First Driver Honda France. Christian HUGUET (31)
A racing motorcyclist of Folembay France.
Second Driver Pentti KORHONEN (26)
A racing motorcyclist of Konnevesi Finland
2. **Honda RCB750 997cc**
Entered by First Driver Honda France. Christian LEON (29)
A racing motorcyclist of Versailles France.
Second Driver Jean Claude CHEMARIN (25)
A motorcyclist of Arnage France.
3. **Honda RCB750 997cc**
Entered by First Driver Honda France. Jacques LUC (28)
A motorcyclist of LE BEAUSSET France.
Second Driver To be nominated
4. **Honda RCB 887cc**
Entered by First Driver Honda U.K. Tony Rutter (35)
A motorcycle dealer of Brierley Hill, West Midlands.
Second Driver Roger MARSHALL (26)
Self employed of Louth Lincs.
5. **Honda RCB 997cc**
Entered by First Driver Honda U.K. Stan WOODS (31)
A racing motorcyclist of Chester
Second Driver Charlie WILLIAMS (26)
A racing motorcyclist of Alvanley Via Warrington
7. **Japauto 997cc**
Entered by First Driver Japauto S.A. Paris Gary GREEN (33)
A sheetmetal worker of Coventry
Second Driver Maurice MAINGRET (29)
A motorcyclist of Pont de Vaux France.
8. **Kawasaki Z1 996cc**
Entered by First Driver Pipart Motos France. Jean Bernard PEYRE (25)
A mechanic of Jouy en Josas France
Second Driver Herve MOINEAU (22)
A soldier of Hyeres France.
9. **Kawasaki Z1000 998cc**
Entered by First Driver Sidemm-Godier-Genoud France Michel FRUTSCHI (24)
A motorcyclist of Viry France.
Second Driver Francis BALDE (27)
A motorcyclist of Viry France.
10. **Manning Honda CR750 812cc**
Entered by First Driver Keith Manning Motorcycles Douglas RANDALL (30)
A Foreman motor-cycle Mechanic of Reading Berks.
Second Driver John LAVENDER (29)
An Estate Agent of Peasemore nr Newbury, Berks.
11. **Revett Suzuki GS750 748cc**
Entered by First Driver Revetts Ltd. Jerry REVETT (22)
A motor mechanic of Debenham Suffolk
Second Driver Malc HEARN (26)
A mechanic of Stowmarket Suffolk.
12. **Guzzi 970cc**
Entered by First Driver J. Wells James WELLS (25)
A motorcycle dealer of London.
Second Driver Tony OSBORNE (27)
A motorcycle dealer of Dagenham Essex.
14. **Ducati 900ss 863.9cc**
Entered by First Driver Team Castrol/Sports Motor Cycles Roger NICHOLLS (32)
An electrician of Upper Cwmbran Gwent.
Second Driver Eddie ROBERTS (27)
A motorcycle racer of Ibstock Leics.
15. **BMW R100rs 980cc**
Entered by First Driver Gus Kuhn Motors Ltd. John COWIE (27)
An Accountant of Chelsea.
Second Driver Bernie TOLEMAN (30)
A Computer Technician of London
16. **Honda 810RCB 810cc**
Entered by First Driver D & A Motorcycles Tom DICKIE (36)
A motorcycle dealer of St. Annes.
Second Driver Brian HUNTER (30)
A Company Director of Windsor.
17. **Triumph T140V 744cc**
Entered by First Driver A. Bennett & Son. Stephen TRASLER (24)
A Post Office Engineer of Weston Favell.
Second Driver Jeff WEBBER (34)
A garage proprietor of Cardiff.
18. **Triumph Trident 976.56cc**
Entered by First Driver A. Bennett & Son. Roger CORBETT (35)
A Haulage Contactor of Bishops Cleeve Glos.
Second Driver Tony SMITH (29)
A motorcyclist of Brize Norton Oxon.
19. **Stafford BSA 830cc**
Entered by First Driver W. Fulton. William FULTON (over 21)
A Cola Merchant of Liverpool.
Second Driver Tony CARLTON (36)
A Haulage Contractor of Liverpool.
20. **P.M.S. Kawasaki 995cc**
Entered by First Driver Peckett & McNab Richard PECKETT (29)
A motorcycle Engineer of Wolding-ham Surrey.
Second Driver Thruxton Motorcycles. Tony HOLLAND (31)
A Business Partner of Andover.
Second Driver Bill MARKS (29)
A motorcycle mechanic of Bridgwater Somerset.
21. **Rickman Kawasaki 998cc**
Entered by First Driver Thruxton Motorcycles. Tony HOLLAND (31)
A Business Partner of Andover.
Second Driver Bill MARKS (29)
A motorcycle mechanic of Bridgwater Somerset.
22. **Dholda Prototype 997cc**
Entered by First Driver Dholda Racing Team Marc STINGL-HAMBER (24)
A motorcyclist of Brussels Belgium.
Second Driver Jack BUYTAERT (27)
A motorcyclist of Antwerp.
23. **Honda CB750 812cc**
Entered by First Driver Darvill Constructions Ltd. Alistair COPELAND (39)
A motorcycle tester of Coventry.
Second Driver Alan LEE (28)
A car salesman of Bishops Stortford.
24. **Honda Gold Wing 998cc**
Entered by First Driver Hugh Evans Hugh EVANS (28?)
Self employed of Limpsfield Surrey.
Second Driver Clive WALL (30)
A motorcycle shop manager of Hayes Middx.
25. **Mocheck Honda Seeley 750 810cc**
Entered by First Driver Mocheck Ltd. Roger BOWLE of Crawley Sussex.
Second Driver Dennis CASEMENT (over 30)
An Engineer of Maidenhead Berks.
26. **Honda CM40 458cc**
Entered by First Driver Mocheck Ltd. Alex AYERS.
Second Driver Roger MONNERY.
27. **Triumph Trident 970cc**
Entered by First Driver Jock Robertson. Jan STRIJBIS (35)
A motor engineer of Holland.
Second Driver Bob MEWBY (32)
A motor engineer og Kilsby Northants.
28. **Kawa Piper ZR 989cc**
Entered by First Driver Pentel Belgium. Marc-Alain SOULET (22)
A promoter of Belgium.
Second Driver Jean-Louis SCHCPPERS (24)
A Moto-cross promoter of Belgium.
29. **Kawasaki Griffkikker 997cc**
Entered by First Driver Moh ud Wal. Moh ud Wal (32)
A motor handler of Vianen Holland.
Second Driver Tonny van SCHYNDEL (32)
A barkeeper of Zwijngelstraat Holland.
30. **Triumph T150vs 743cc**
Entered by First Driver Team Bego Cor van den BERG (24)
A farmer of Surflersaint Holland
Second Driver Ard de GOEDE (23)
An engineer of Holland.
31. **B.M.W. R90S 898cc**
Entered by First Driver Robert Laver Robert LAVER (26)
A Journalist of Stockholm Sweden.
Second Driver Kjell WATZ (24)
A mechanic of Linkoping Sweden.
32. **Honda RCB 997cc**
Entered by First Driver Ecurie Freyters. Harry HOUT (29)
A Club Secretary of Uden Holland.
Second Driver Leo SPIERINGS (23)
A Diver of Uden Holland.
33. **Kawasaki Gifkikker 998cc**
Entered by First Driver Ronald Vingerhoed Ronald VINGERHOED (34)
A driving school owner of Baarn Holland.
Second Driver Herman LOOMAN (27)
A motorcycle sales-man of Amsterdam Holland.
34. **Suzuki GS750 748cc**
Entered by First Driver John Wilkinson.
Second Driver John WILKINSON (37)
A wholesaler of Milton Keynes.
35. **Harris Kawasaki Z1 998cc**
Entered by First Driver Mike J. Sayer Andy GOLDSMITH (26)
An Accountant of London Colney St. Albans.
Second Driver Mike TRIMBY (28)
A marketing manager of Beeston Beds.
36. **Kawasaki Z1 987cc**
Entered by First Driver Mead & Tomkinson Ltd. Philip CAPEL (30)
A driver of Cadishead Lcans.
Second Driver Stewart HODGSON (30)
An Area sales manager of Yarm Yorks.
37. **National Moto 1000cc**
Entered by First Driver National Moto. Philippe BOUZANNE (-)
from Geneva Switzer-land.
Second Driver Juan BORDONS from Spain.
38. **Laverda Jota 981cc**
Entered by First Driver Superbike Centre Birmingham. Peter DAVIES (over 21)
A window cleaner of Birmingham.
Second Driver Michael HUNT (30)
A mining electrician of Desford Leicester.
39. **Yamaha XS750 884cc**
Entered by First Driver P.S. Motorradzetzung Racing Team. Knut BRIEL (26)
An Economist of Villiprott West Germany.
Second Driver Norbert KAPPES (23)
A Student of Mulheim-Ruhr West Germany.
40. **Meyer Honda CB750 997cc**
Entered by First Driver Renngemeinschaft Motorrad Meyer Wilfried SCHNEIDER (27)
A motor mechanic of Dortmund West Germany.
Second Peter DYRA (26)
A student of Kamen West Germany.
41. **Pentrax Kawasaki Z1 974cc**
Entered by First Driver Team Pentrax Darryl PENDLE-BURY (34)
A motorcycle trader of Coventry.
Second Driver Rene HORDELALAY (33)
A mechanic of Athis-Mons France.
42. **Crooks Suzuki 845cc**
Entered by First Driver Eddie Crooks. Les TROTTER (35)
An engineer of Barrow in Furness.
Second Driver Brian PETERS (30)
A fitter of Melling Liverpool.
43. **Suzuki Daytona 738cc**
Entered by First Driver Guy de Croon. Guy de CROON (33)
A representative of Avin Belgium.
Second Driver Guy COLLARD (26)
A motorcyclise of Leige Belgium.
44. **Ducati Desmo 863cc**
Entered by First Driver Eric Jenkins Motorcycles. John CHAPPELL (33)
A company director of Ponthir Gwent.
Second Driver Barry NEEDLE (25)
An engineer of Port Talbot.
45. **Honda CB750 900cc**
Entered by First Driver Hastings Motor-cycles. Roger WINFIELD (28)
An engineer o
Bexhill Sussex. Second Driver Fredrick HUGGETT (31)
A ventilation engineer of East-bourne Sussex.
46. **Ducati 900ss 864cc**
Entered by First Driver London Motor-cycles Centre. Peter TAYLOR (32)
A mechanic of Tooting London.
Second Driver Asa MOYCE (23)
A mechanical Fitter of Waltham Cross Herts.
47. **Laverda 1000 980.76cc**
Entered by First Driver Moto-Boutique Christian DUBUISSON (26)
A controller of Dunkerque France.
Second Driver Michael ROBINSON (24)
A duct erector of Eastbourne Sussex.
48. **BMW Proto. 980cc**
Entered by First Driver Freddy Collewaert. Freddy COLLE-WAERT (29)
A motorcyclist from Belgium.
Second Driver Jean-Paul LANGUY (31)
A motorcyclist from Belgium.
49. **Honda 812cc**
Entered by First Driver Norsk Motor Klubb. Kjell SOLBERG (-)
A motorcyclist from Norway.
Second Driver Hans HANSE-BRATH
A motorcyclist from Norway.
50. **Honda 812cc**
Entered by First Driver Norsk Motor Klubb. Odd Arne LANDE (-)
A motorcyclist from Norway.
Second Driver Aasmund OLASON (-)
A motorcyclist from Norway.
51. **Honda CB400 492cc**
Entered by First Driver John Oldfield. John OLDFIELD (28)
A building contractor of East Molesey Surrey.
Second Driver Tom PEMBERTON (34)
An I.B.M. engineer of Birmingham.
52. **Yamaha TZC 352cc**
Entered by First Driver Barry Seward Barry SEWARD (29)
A shop proprietor of Horndean Hants.
Second Driver John GRAY (29)
A driver of Owsles-bury Hants.
53. **Honda CB596 596cc**
Entered by First Race Honda (Lincs) Billy HILL (31)
A motorcycle sales manager of Louth Lincs.
Second Driver Adrian MARSH (25)
A fitter of Scunthorpe Lincs.
54. **Visnews Yamaha TZ 351cc**
Entered by First Driver Ken Clark Visnews Racing. Roger KEEN (35)
An engineer of Aylesbury Bucks.
Second Driver Ron MELLOR (29)
A painter of Battersea London.
55. **Reserve Suzuki GS750 748cc**
Entered by First Driver Samurai Motorcycles Ltd. Robin DRURY (22)
A motorcycle technician of Lindfield Sussex.
Second Driver Marty LUNDE (33)
A managing director of Godalming Surrey.

Southampton's SUZUKI Specialists



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GILERA - VESPA & LAMBRETTA - ETC. PLUS LEATHERS - HELMETS
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CUSTOMERS THROUGHOUT THE SOUTH

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(Remember - we not only sell motorcycles - we offer spares as well)

RACE INFORMATION

DURING THE RACE THE FOLLOWING
CONDITIONS WILL APPLY.

- Two drivers must be nominated for each motorcycle entered.
- No one driver may drive continuously for more than two hours, and after driving for this period or part thereof each driver must take a compulsory rest period of at least 30 minutes before taking over the Motorcycle again.
- All changing of drivers must be carried out in the appropriate depot provided.
- No repairs or adjustments may be made at the depot to any competing motorcycle during the first 15 minutes of the competition.

AWARDS

The Entrant of the winning machine will receive the Southampton & District Motor Cycle Club "Premier" trophy to be held for one year, a replica and £250.

2nd	£125	6th	£30
3rd.....	£80	7th.....	£20
4th.....	£60	8th	£15
5th.....	£40	9th	£10
		10th	£10

SPECIAL AWARDS

The "Caslake" Trophy will be awarded to the entrant of the drivers scoring the highest number of points awarded on the following basis: At 1 p.m., 2 p.m., 3 p.m., 4 p.m., 5 p.m.

The leading driver overall will receive 4 points, the driver placed second overall 2 points, and the driver placed third overall 1 point. In addition an award of £5 will be made to the entrant of the driver who is leading the race at 1 p.m., 2 p.m., 3 p.m., 4 p.m., 5 p.m.

INCENTIVE BONUSES

In addition to the cash awards to the first 10 finishers in the race the following bonuses will be offered at various stages during the race. The organisers gratefully acknowledge the generosity and encouragement of those organisations who have contributed towards both the prize money and the under-mentioned bonuses, which will be distributed as follows:-

HONDA [UK] LTD. £1,020 lap leaders awards to be awarded to the Entrants of the machines placed 1st, 2nd and 3rd on each of the 170 laps in the race as follows:- 1st on each lap £3; 2nd on each lap £2; 3rd on each lap £1.

REVETTS OF IPSWICH £100 Under 500cc awards to be awarded as follows:- £20 to the Entrant of the leading machine of under 500cc capacity at 2 p.m., 3 p.m., 4 p.m., 5 p.m., and 6 p.m.

A. BENNETT & SONS, ATHERSTONE, £25 to be awarded to the highest placed machine of British manufacture at the finish.

NGK SPARK PLUGS £25 to be awarded to the highest placed machine at the finish which has used NGK Spark Plugs.

Any driver not completing 5 laps in any one complete hour - calculated from the start of the event - will be excluded.

e. No Motorcycle may be driven or wheeled in reverse direction of the course except within the pit area in the event of a driver failing to restart his machine when leaving his pit. In these circumstances the machine may be wheeled backwards to the driver's own pit.

f. A driver requiring replacements for his machine on the course must wheel his machine in the direction of the course to his depot. Repairs on the course other than in the depots may be carried out only by the driver with parts carried on the machine.

The "George Collis Trophy" and £25 will be presented to the Entrant of the Team which in the opinion of the Judges, Mr. N.E. Goss and Mr. W.G. Paskins makes the greatest effort to overcome difficulties in order to succeed in the race.

In making this award the Judges will consider the effort of individual riders and mechanics at any or all stages of the race who have maintained the spirit with which the late George Collis, who was killed in the 1970 Manx Grand Prix, entered into many endurance races.

SPORTS MOTOR CYCLES, MANCHESTER, £25 to be awarded to the highest placed Ducati machine at the finish.

REVETTS OF IPSWICH £100. to be awarded as follows:- £10 to the entrant of the leading over 500cc machine at the end of the 1st, 2nd, 3rd, 4th and 5th hours; £10 to the entrant of the leading under 500cc machine at the end of the 1st, 2nd, 3rd, 4th and 5th hours.

SLOCOMBES £50 to be awarded as follows:- £10 to the entrant of the 500cc machine completing the greater no of laps in the 1st, 2nd, 3rd, 4th and 5th hours.

A. BENNETT & SON £25 to be awarded to the entrant of the highest placed machine of British manufacture at the finish of the race.

NGK SPARKPLUGS [UK] LTD. £50 to be awarded to the entrant of the highest placed machine at the finish which has used NGK Spark plugs for the race.

DUCKHAMS OILS a quantity of oil to be awarded to the first 5 private entrants at the finish of the race.

PREVIOUS WINNERS

1976 ENDURANCE GRAND PRIX

- 1. Roger Ruiz & Christian Huguet (Honda R.C.B. 750) 89.91 m.p.h.
Entrant—Honda France S.A.
- 2. Jean-Claude Chemarin & Pat Evans (Honda R.C.B. 750) 89.6 m.p.h.
Entrant—Honda France S.A.
- 3. Gary Green & Dave Croxford (Japauto 1000 VX941) 89.4 m.p.h.
Entrant—Japauto S.A.

1975 THRUXTON POWERBIKE INTERNATIONAL

- 1. A. Vial & J. Luc (1000 Kawasaki) 87.47 m.p.h.
Entrant—Godier-Genoud
- 2. J. C. Chemarin & H. Rigal (748 Honda) 87.05 m.p.h.
Entrant—Honda France
- 3. G. Godier & A. Genoud (1000 Kawasaki) 86.74 m.p.h.
Entrant—Godier-Genoud

1974 THRUXTON POWERBIKE INTERNATIONAL

- 1. B. Ditchburn/K. Ballington (748 Kawasaki) 86.44 m.p.h.
Entrant—Boyer Team Kawasaki
- 2. D. Potter/G. Green (741 Triumph) 85.27 m.p.h.
Entrant—Gus Kuhn Motors Ltd.
- 3. P. Tait/B. Heath (741 Triumph) 85 m.p.h.
Entrant—P. Tait

1973 THRUXTON 500 MILES

General Classification: R. Butcher & N. White (745 Norton) 82.57 m.p.h.
Entrant—John Player Norton
750 c.c. Class: T. Dickie & C. Wall (745 Norton)
Entrant—R. H. Smith Motorcycles Ltd.
500 c.c. Class: D. McMillan & H. Evans (Honda)
Entrant—Dennis MacHarris motor-cycles
250 c.c. Class: M. Chatterton & C. Mehew (Yamaha)
Entrant—Chatterton Motors

1972 THRUXTON 500 MILES

General Classification: D. Croxford & M. Grant (745 Norton) 85.0 m.p.h.
Entrant—Norton Villiers Ltd.
750 c.c. Class: R. Butcher & J. Harvey (745 Norton)
Entrant—Norton Villiers Ltd.
500 c.c. Class: C. Brown & P. Gurner (500 BSA)
Entrant—Mead & Tomkinson Ltd.
250 c.c. Class: K. Shimada & W. Beinert (246 Yamaha)
Entrant—Koichi Shimada of Japan

1971 THRUXTON 500 MILES

General Classification: P. Tait & D. Croxford (744 Triumph) 84.64 m.p.h.
Entrant—Triumph Engineering Co. Ltd
750 c.c. Class: J. Barton & R. Heath (750 BSA)
Entrant—BSA Ltd.
500 c.c. Class: C. Brown & N. Rollason (500 BSA)
Entrant—Mead & Tomkinson
250 c.c. Class: Not held
Formula 750 c.c. 200 Miles Winner: R. Pickrell (750 c.c. BSA) 88.46 m.p.h.
Entrant—BSA Ltd.

1970 THRUXTON 500 MILES

General Classification: P. Williams & C. Sanby (750 Norton) 74.8 m.p.h.
Entrant—Norton Villiers Performance Shop Ltd.
750 c.c. Class: B. Steenson & P. Mahoney (750 BSA)
Entrant—Irish Racing Motor Cycles
500 c.c. Class: F. Whiteway & S. Woods (500 Suzuki)
Entrant—Eddie Crooks Motorcycles Ltd
250 c.c. Class: D. Browning & C. Mortimer (250 Ducati)
Entrant—Vic Cramp Motorcycles Ltd.

1969 THRUXTON 500 MILES

General Classification: P. H. Tait & M. Uphill (650 Triumph) 84.3 m.p.h.
Entrant—Triumph Engineering Co. Ltd
750 c.c. Class: J. H. Cooper & S. Jolly (650 Triumph)
Entrant—Triumph Engineering Co. Ltd
500 c.c. Class: R. Knight & M. Carney (490 Triumph)
Entrant—Hughes Motor Cycles
250 c.c. Class: F. Whiteways & S. Woods (247 Suzuki)
Entrant—Eddie Crooks Motorcycles Ltd

1968 BRANDS HATCH 500 MILES

General Classification: D. Nixon & P. Butler (490 Triumph) 75.52 m.p.h.
Entrant—Bover of Bromley Ltd.
750 c.c. Class: J. Strijbis & R. Harrington (649 Triumph)
Entrant—M. J. T. Whiting
500 c.c. Class: T. H. Robb & C. J. Vincet (494 Suzuki)
Entrant—Suzuki (G.B.) Ltd.
250 c.c. Class: G. A. Keith & B. A. Ball (249 Suzuki)
Entrant—L. Stevens, Ltd.

1967 BRANDS HATCH 500 MILES

General Classification: P. H. Tait & R. Gould (649 Triumph) 79.15 m.p.h.
Entrant—P. H. Tait
750 c.c. Class: J. Dunphy & R. Pickrell (649 Triumph) 78.86 m.p.h.
Entrant—Comerfords
500 c.c. Class: G. Penny & T. Dunnell (347 Honda) 72.10 m.p.h.

Entrant—Read Brothers (Cycless) Ltd.
250 c.c. Class: K. Cass & C. Vincent (247 Suzuki) 73.5 m.p.h.
Entrant—Taggs Motor Cycles Depot

1966 BRANDS HATCH 500 MILES

General Classification: D. F. Degens & R. Butcher (649 Triumph) 79.1 m.p.h.
Entrant—Lawton & Wilson Ltd.
250 c.c. Class: R. Everett & P. Inchley (Cotton) 75.25 m.p.h.
Entrant—Cotton Motor Cycles Ltd.
500 c.c. Class: T. Phillips & D. L. Croxford (Velocette) 73.3 m.p.h.
Entrant—Geoff Dodkin Motor Cycles
750 c.c. Class: D. F. Degens & R. Butcher (649 Triumph) 79.1 m.p.h.
Entrant—Lawton & Wilson Ltd.

1965 CASTLE COMBE 500 MILES

General Classification: D. F. Degens & B. J. Lawton (649 Triumph) 79.16 m.p.h.
Entrant—Lawton & Wilson Ltd.
250 c.c. Class: D. W. Minter & P. Inchley (Cotton) 75.29 m.p.h.
Entrant—Cotton Motor Cycles Ltd.
500 c.c. Class: P. J. Dunphy & D. J. Dixon (Velocette) 66.79 m.p.h.
Entrant—D. J. Dixon
Over 500 c.c. Class: D. F. Dgens & B. J. Lawton (649 Triumph) 79.16 m.p.h.
Entrant—Lawton & Wilson Ltd.

1959 THRUXTON 500 MILES

General Classification: J. H. L. Lewis & B. J. Daniels (592 BMW) 66.88 m.p.h.
Entrant—MLG Motorcycles Ltd.
250 c.c. Class: A. S. Pavey & P. W. Jordan (NSU) 58.11 m.p.h.
Entrant—P. W. Jordan
350 c.c. Class: F. J. Wallis & I. Watton (BSA) 59.04 m.p.h.
Entrant—S. Hoff
1000 c.c. Multi-Cylinder Class: J. H. L. Lewis & B. J. Daniels (592 bmw7 66.88 m.p.h.
Entrant—MLG Motorcycles Ltd.
1000 c.c. SDingle-Cylinder Class: D. T. Powell & L. Carr (499 BSA) 66.10 m.p.h.
Entrant—Bob Foster

1964 THRUXTON 500 MILES

General Classification: B. P. Setchell & D. Woodman (647 Norton) 69.57 m.p.h.
Entrant—Lawton & Wilson Ltd.
250 c.c. Class: P. J. Williams & T. Wood (AJS) 61.60 m.p.h.
Entrant—Arter Bros. Ltd.
500 c.c. Class: A. Harris & H. D. German (Velocette) 68.70 m.p.h.
Entrant—L. Stevens Ltd.
Over 500 c.c. Class: B. P. Setchell & D. Woodman (647 Norton) 69.57 m.p.h.
Entrant—Lawton & Wilson Ltd.

1963 THRUXTON 500 MILES

General Classification: P. W. Read & B. Setchell (647 Norton) 68.7 m.p.h.
Entrant—Lawton & Wilson Ltd.
250 c.c. Class: K. Martin & F. Gonzales (196 Bultaco) 64.6 m.p.h.
Entrant—Bultaco Concessionaries Ltd.
500 c.c. Class: B. J. Davis & W. Scott (Triumph) 67.45 m.p.h.
Entrant—Antar Motors Ltd.
Over 500 c.c. Class: P. W. Read & B. P. Setchell (647 Norton) 68.7 m.p.h.
Entrant—Lawton & Wilson Ltd.

1962 THRUXTON 500 MILES

General Classification: P. W. Read & B. P. Setchell (647 Norton) 76.45 m.p.h.
Entrant—Lawton & White Ltd.
250 c.c. Class: D. W. Minter & W. A. Smith (Honda) 70.98 m.p.h.
Entrant—Hondis Ltd.
500 c.c. Class: R. Ingram & F. Swift (Norton) 73.72 m.p.h.
Entrant—Denis Parkinson Ltd.
Over 500 c.c. Class: P. W. Read & B. P. Setchell (647 Norton) 76.45 m.p.h.
Entrant—Lawton & Wilson Ltd.

1961 THRUXTON 500 MILES

General Classification: T. Godfrey & J. Holder (649 Triumph) 67.28 m.p.h.
Entrant—Alec Bennett Ltd.
250 c.c. Class: W. A. Smith & J. Hartle (Honda) 63.40 m.p.h.
Entrant—Bill Smith Motors Ltd.
500 c.c. Class: D. Greenfield & F. Swift (Norton) 67 m.p.h.
Entrant—Denis Parkinson Ltd.
Over 500 c.c. Class: T. Godfrey & J. Holder (649 Triumph) 67.29 m.p.h.
Entrant—Alec Bennett Ltd.

1960 THRUXTON 500 MILES

General Classification: R. J. Langton & D. G. Chapman (646 AJS) 68.48 m.p.h.
Entrant—G. Monty & Dudley-Ward Ltd
250 c.c. Class: R. Prowling & M. Munday (Royal Enfield) 61.26 m.p.h.
Entrant—Lawton & Wilson Ltd.
500 c.c. Class: D. Greenfield & F. Swift (Norton) 65.72 m.p.h.
Entrant—Denis Parkinson Ltd.
Over 500 c.c. Class: R. J. Langston & D. G. Chapman (646 AJS) 68.48 m.p.h.
Entrant—G. Monty & Dudley-Ward Ltd

1958 THRUXTON 500 MILES

General Classification: S. M. B. Hailwood & D. F. Shorey (649 Triumph) 66 m.p.h.
Entrant—Ecurie Sportive
350 c.c. Class: T. Jeffery & L. Carr 6bsa7 59.66 m.p.h.
Entrant—T. Jeffery
1000 c.c. Multi-Cylinder Class: S. M. B. Hailwood & D. F. Shorey (649 Triumph) 66 m.p.h.
Entrant—Ecurie Sportive
1000 c.c. Single-Cylinder Class: B. F. Herbert & G. Turner (490 Norton) 60.10 m.p.h.
Entrant—B. F. Herbert

1957 THRUXTON 9 HOURS

General Classification: F. Webber & R. A. Avery (348 BSA) 67 m.p.h.
Entrant—F. Webber
350 c.c. Class: F. Webber & R. A. Avery (348 BSA) 67 m.p.h.
Entrant—F. Webber
500 c.c. Class: J. Tickle & V. Graham 6bsa7 62 m.p.h.
Entrant—J. Tickle
750 c.c. Class: G. J. Hughes & S. W. Stevens (649 Triumph) 66 m.p.h.
Entrant—G. J. Hughes

1956 THRUXTON 9 HOURS

General Classification: K. W. James & I. I. Lloyd (348 BSA) 72.30 m.p.h.
Entrant—Marsh & Fry Ltd.
350 c.c. Class: K. W. James & I. I. Lloyd (348 BSA) 72.30 m.p.h.
Entrant—Marsh & Fry Ltd.
500 c.c. Class: B. D. Codd & A. R. Rutherford (BSA) 70.77 m.p.h.
Entrant—Austin Munks
750 c.c. Class: P. H. Tait & K. Bryen (649 Triumph) 68.01 m.p.h.
Entrant—Bob Foster

1955 THRUXTON 9 HOURS

General Classification: W. E. Dow & E. B. Crooks (499 BSA) 67.71 m.p.h.
Entrant—Eddie Dow
350 c.c. Class: K. W. James & I. I. Lloyd (BSA) 67.40 m.p.h.
Entrant—Marsh & Fry Ltd.
500 c.c. Class: W. E. Dow & E. B. Crooks (499 BSA) 67.71 m.p.h.
Entrant—Eddie Dow
750 c.c. Class: G. J. Hughes & S. W. Stevens (649 Triumph) 63.11 m.p.h.

FLAG SIGNALS

National Red	Start
Black, with Driver's Number	Stop, all Drivers
Yellow (Motionless)	That Driver to stop
Yellow (Waved)	Danger, drive slowly
	Great danger, be prepared to stop
	Course clear
Green	
Chequered Black and White	Finish
Red, with three vertical yellow stripes	Caution, oil on the course

REFUELLING SERVICE

The organisers wish to express their great appreciation to AMOCO LTD., together with their agents, SOUTHDOWN OIL SUPPLIES LTD., 64 GREENHAM ROAD, NEWBURY, BERKS., who have combined to provide to-day's service entirely free of charge.

RACE LEADERS AT EACH HOUR

	FIRST		SECOND		THIRD		FOURTH		FIFTH		SIXTH	
Time	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps
1 p.m.												
2 p.m.												
3 p.m.												
4 p.m.												
5 p.m.												
6 p.m.												
Finish												

