

SEPTEMBER 1964

scooter

AND THREE WHEELER



For the first time
in its eight-year history,
the Isle of Man Rally
featured a scramble.
With one exception
all the machines
competing were standard.



1964 ISLE OF MAN RALLY

Looking back — and forward

BY DENNIS DALTON

LET'S face it. Before the final number of entries was announced, there was more than a distinct possibility that 1964 would see the end of the Isle of Man Scooter Rally. From a peak of 200 in 1959, the total number of competitors taking part had been falling

steadily and the IOM Rally, requiring as it does the services of large numbers of stewards during what are normal working hours, is not the sort of extended event which can be run economically for a mere handful of enthusiasts.

In addition it was beginning to look as though it was unfair to expect the Isle of Man Tourist Board to continue to make the necessary money available.

But what in fact happened? First I had a phone call from Rally Secretary Pat Callin to say that entries were 33 up on last year; and that in the face of the fact that events held earlier in the year were generally poorly supported.

This news was sufficiently important to ensure the continuation of the Rally. However, more dramatic developments

Probably the most well remembered landmark on the TT course — the Keppel Hotel at Creg-ny-Baa.





In complete contrast to last year when the event was cancelled because of thick mist, the 1964 Druidale competition was run off in brilliant sunshine.

too closely with any particular one-make organisation. This would obviously do the Rally a lot of harm and I was pleased to learn from a long chat with Stan Wardell, the Clerk of the Course, that the IOM Scooter Rally Committee have no intention of letting the organisation of the major events go out of their hands.

So much for the 1965 Rally. To return to this year's event, in my report phoned from the Island I had no time to describe the slalom event. In fact this did not matter because the organisers were forced to ignore the results as far as the overall award was concerned. It appears that competitors were being automatically excluded after clocking up a number of penalty points.

Provided the slalom was an event on its own this system was acceptable as a means of speeding things up, but while it was counting towards the overall award it meant that excluded riders were not in the running for the title of Rally Champion. Obviously this was not what the organisers intended when they drafted the regulations, and I think that they took the only decision possible when they decided to ignore the slalom results as far as the Championship was concerned.

Last month I was only able to mention briefly that the Rally Championship went to Roger Crook. Actually the story of Roger Crook and his team-mates

were to follow. As I reported exclusively in the August issue, the 1965 Rally will be given every support by the Vespa Club of Britain and the British Lambretta Owners Association. Secretaries David Pullom and Bob Wilkinson flew to the Island and arrived just in time to see the closing stages of the Druidale event. They made a joint announcement during the prize-giving party at the Douglas Head Hotel, and this was followed up by the Vice-Chairman of the Rally Committee, Eric Coward, who said that full VCB and BLOA support might bring 1,000 scooterists to the Island. If this figure was reached then the Lieutenant-Governor, Sir R. H. Garvey, would present an award to be known as the One Thousand Trophy.

Such a vast number of competitors will, of course, introduce special problems. For instance, it will hardly be practical to have more than 150-200 entrants in the Manx 400 and a lot less than that in the Druidale event. This means that entries will have to be accepted on a first-come first-served basis.

Misgiving has also been expressed that the Rally will lose its "free-enterprise" character if it becomes identified

Departing from normal practice, this year the Manx 400 was started from the Douglas Promenade. Sending off each competitor with a word of encouragement was band-leader Ivy Benson.





John and Norman Ronald is the success story of the Rally. They are all members of the Nottingham Lambretta Club (The Bowmen). Between them, in addition to the Championship, they won three gold medals in the Manx 400, the SCOOTER AND THREE WHEELER Team Award, the Druidale award, the Best Newcomer award, and the Lambretta Challenge Trophy. No wonder the Bowmen are gaining new members—fast!

Principal results: Tynwald Challenge Trophy (premier award), R. W. E. Crook; second best performance, H. C. Watt; third best performance, R. Paterson. SCOOTER AND THREE WHEELER Team Shield, The Bowmen (R. Crook, J. Ronald, N. Ronald).

Scooter Queen, Miss N. W. Anstead. Wallace Challenge Trophy, R. A. Jackson. Watsonian Challenge Trophy, G. T. W. Burnhill.

Druidale Challenge Trophy, first, R. Crook; second, H. C. Watt; third, R. Paterson. Newcomer's Award, R. Crook. Lambretta Challenge Trophy, R. Crook.



Scooter Girl Anne Wallace of Hariton proudly clutches the Lycett Challenge Rose Bowl presented by Raleigh Industries.

(Above) General view of the scrambles course at Balla Collin. (Right) Winner of the 1964 concours, O. J. Newman of Dublin.



Maico Challenge Trophy, D. C. Buckley. Angus Herbert Challenge Shield, D. G. Saunders. Vespa Award, Miss N. W. Anstead.

Scooter Girl, Anne Wallace. Loving Cup, Pat Norman and T. Westfield. Slalom, fastest time of the day, H. C. Watt; fastest sidecar, V. Zealey; best lady, Miss N. W. Anstead.

Concours d'Elegance (1964), O. J. Newman. Concours d'Elegance (pre-1964), T. Westfield. Assembly rally group mileage award (national section), Glasgow contingent (19 members x 216 miles); (extra-national section), Czechoslovakian contingent (7 members x 1,600 miles).

Scramble (unlimited), P. E. Hudson; (not exceeding 150c.c.), R. Huncik; (not less than 150c.c.), P. E. Hudson; (handicap), L. Kitto. Treasure hunt, first, R. T. Young; second, J. Proctor; third, L. T. Jones; lady's award, Anne Wallace.

First-class awards (Manx 400): A. J. Curley, G. T. W. Burnhill, D. I. Lloyd, M. Haigh, R. Allan, R. B. Webster, Miss N. W. Anstead, G. N. Brailsford, E. Manchester, P. Cernansky, A. Barker, J. Prince, R. Paterson, G. Smith, R. Crook, O. J. Newman, R. A. Jackson, Ing. M. Josif, Anne Wallace, N. Kelly, R. G. Salter, D. Bennett, L. Kitto, J. L. Alexander, Miss M. Gelling, P. C. Lees, H. V. Hanson, A. Baillie, C. E. Lord, H. Holzer, K. Harris, J. H. Ratty, C. Weavers, R. Huncik, R. O. Turly, D. G. Saunders, J. R. Ronald, J. Proctor, H. F. Davenport, H. C. Watt, J. E. Behan, M. R. White, D. C. Buckley, T. M. Moore, R. Kelso, N. Ronald, D. L. Henderson, T. N. Moore, A. G. Todd, J. W. Clark, R. J. Lyon, W. O. Barnes, F. Pearson.