

SEPTEMBER 1965 ONE SHILLING AND THREEPENCE

scooter

AND THREE WHEELER





ANY lingering doubts about the complete success of the 1965 Isle of Man Scooter Rally were dispelled by the thunderous applause which greeted Mr. J. M. Cain, Chairman of the IOM Scooter Association, when he asked "Have you enjoyed yourselves?" during the presentation party on the final Saturday evening. Indeed, it seemed as if even the massive structure of the Douglas Head Hotel would prove inadequate to withstand the enthusiastic response of by far and away the biggest gathering of competitors and visitors.

Last-minute overseas entries, including 11 members of the Vespa Club of Sweden and a member of the Manet Club of Prague, brought the final total of entries to 411—191 more than 1964, which was itself a record. Add to this number several club members who came along just to see the fun, and it is easy to see why the organisers felt that all the hard work put in in previous years is now really beginning to show a worthwhile return in support.

Naturally the most vocal group at the presentation was the Vespa Club of Britain, as member after member went up to receive awards from either the Mayor of Douglas, Cllr. J. H. Moore, or Mr. W. E. Quayle, Chairman of the IOM Tourist Board. With a piece of showmanship which would have done credit to the great Barnum, Ian Kirkpatrick, VCB General Secretary, uncovered six black and yellow showcards bearing the message "Vespa Supreme" as Rally Champion Mike Murphy added the Tynwald Challenge Trophy to a table already sagging under 50 other awards.

Vespa's triumphant week started, of course, at the close of Sunday's Manx 400 when it was announced that 24 Vespa riders had gained first-class awards, against Lambretta's 20, despite the fact that Lambretta were fielding more runners. Out of a total 113 starters there

vespa snatch all major awards



1965 ISLE OF MAN SCOOTER RALLY

were 90 finishers. Total number of first-class awards was 49—a slightly lower proportion than in 1964.

Soon after the start of the Manx 400, Vespa's chances took on a bleak aspect when Ian Kirkpatrick (a dead cert. if ever there was one) lost the sheet giving his time-schedule and he was penalised 15 points according to the regulations for a replacement. Immediately this meant that he was out of the running for first- and second-class awards.

Another Vespa favourite for a first to ditch his chance was 1962 IOM Rally Champion John Alexander, who lost vital seconds when his engine seized coming down the mountain section of the TT course.

Bad fortune, too, struck the Lambretta camp. 1964 Rally Champion Roger Crook lost 30 minutes searching for a

missing carburettor jet on the mountain section. Because the Manx 400 is run to such a strict time schedule it is quite impossible to make up such losses and Roger had to be content with a finisher's award.

While Roger Crook was searching for the vital innards of his GT 200's carburettor, another drama was being played out on the Promenade where Lambretta sidecar driver, B. P. Williams, and his passenger were changing a piston! They finally started 60 minutes late.

Among riders competing for the first time was 32-year-old Rev. Peter Turnock of Wirral, Cheshire. Unfortunately in an otherwise faultless ride he gained three penalty points because of time lost by a tight piston. Mr. Turnock is a member of the Chester Scooter Club and he uses his Pacemaker for his parish work.

So much for bad fortune. The other side of the picture is represented by competitors like Elizabeth Smolen of Bebington, Cheshire, who gained her first-class award after three years of trying. (She was riding No. 13!) Four members of the Vespa Club of Sweden also gained first class awards, as did Hanus Holzer of Prague, riding a Tatra—the latest 125 c.c. version of the Manet. Hanus, of course, also gained a first last year. Another competitor who was successful this year after several attempts was Lambretta rider Vic Zealey of High Wycombe.

Three teams completed the Manx 400 clean—they were the Vespa 90 team composed of local lads R. Lowey, A. Killip and N. Kelly, who were all riding machines from local dealer Gilbert Harding's hire fleet; The Mancunians, J. W. Heap, R. Mycock and R. Dean; and the Swedish team, G. Duell, P. Nordberg and L. Henger.

Although he was unplaced in the finals of the scramble at Ballacallin, Champion Mike Murphy (above) obviously enjoyed the change from keeping to a strict time schedule over the TT course.

Swedish Vespa Club member M. Eckerstein takes the lead in the final of the unlimited race in the scramble. In addition to winning this event he also came first in the over 150 c.c. class, with fellow team mate P. Nordberg second in both cases.





vespa snatch all major awards

Next big sporting event was the sprint, introduced for the first time this year, at Jurby Airfield. Eighty-nine machines each made two runs over the $\frac{1}{4}$ mile course, the fastest of each pair of runs counting towards the final results. Fastest rider of the day was M. J. Stevens on his Maico (over 200 c.c. class). He covered the distance in 20sec. flat. Timing was carried out by flag and stopwatch. Other results were as follows: (Class 50c.c.-100c.c.) P. Lewis, Lambretta (28.7sec.); (Class 100c.c.-125c.c.) D. J. Lancaster, Lambretta (25.9sec.); (Class 126c.c.-150c.c.) F. Willingham, Lambretta (21.8sec.); (Class 151c.c.-170c.c.) B. Warriar, Vespa (23.2sec.); (Class 171c.c.-200c.c.) R. Wilson, Lambretta, and M. D. Sutcliffe, Lambretta (21sec.); (Class 170c.c. sidecar) G. T. W. Burnhill, Vespa and L. Warburton, Vespa (28.2sec.); (Class over 170c.c. sidecar) D. C. Buckey (25sec.).

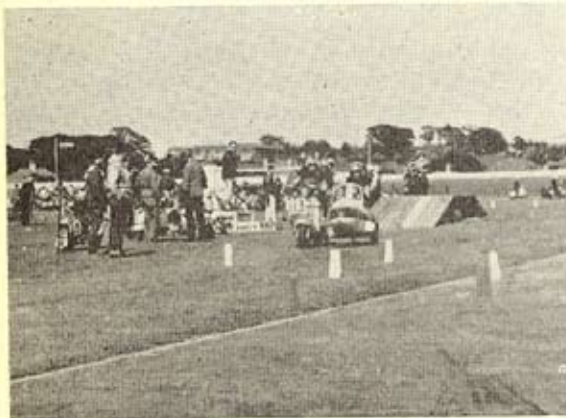
Mountain mist delayed the start of the Druidale event 1½ hours, but otherwise the week's toughest competition was almost completely without unplanned incident, despite the fact that for the B. P. Williams and his passenger make a valiant but unsuccessful attempt in their Lambretta combination to secure the sidecar award in the slalom which, incidentally, proved a severe test even for solo machines.

first time riders had to complete four laps of the narrow, undulating course. Among the few riders to come to grief (but not seriously) were A. Barker who crashed at the Watersplash, and T. F. Coleman whose Lambretta caught fire just before completing a lap at Brandywell Cottage.

Best man in the Druidale was Mike Murphy, with a loss of only 122 marks. Mike is, of course, Secretary of the Vespa Sports Club, and he tells me that he has had his present GS for three years and it already has 43,000 odd miles on the clock. Runners-up in the Druidale were N. Kelly (Vespa) and H. C. Watt (Lambretta).

The scramble at Ballacallin attracted a slightly larger entry than 1964, and this time all the machines were standard models. Although the course was similar to last year, riders covered it in anti-clockwise direction because the organisers considered that trouble might arise because in the original direction, riders were forced into a narrow turn after a fast downhill run.

Most impressive riders were the Cheered by the knowledge that he had already won a first-class award in the Manx 400, J. W. Heap of Woodley, Cheshire, turns his attention to the slalom, which formed part of the programme at Onchan.



Swedish lads. Two of them, M. Eckerstein and P. Nordberg, came first and second in both the over 150 c.c. and unlimited events, and fellow-countryman L. Henjer took first place in the handicap. They are reported as saying that scooter scrambling is unknown in Sweden. Three firsts in four events is not bad for a first try!

On Monday evening, competitors and their friends were invited to a reception given by the Mayor of Douglas at the Villa Marina. Afterwards there was dancing in the Royal Hall.

Tuesday morning was taken up with a treasure hunt which introduced riders to many attractive areas of the Island normally missed by the casual visitor, and in the evening the VCB played host at the Falcon Cliff Hotel.

Highly successful parties were also given by Lambretta club members (Friday), and the Isle of Man Scooter Club (Thursday). Wednesday afternoon and evening were taken up with the field events and slalom at Onchan Stadium. Fastest man in the slalom proved to be Manx 400 first-class award winner R. T. Young of Rutherglen. He completed the complicated course in 31.4 sec. The fastest sidecar (66sec.) was driven by G. T. W. Burnhill, with C. Eastwood in the chair. Best performance by a lady was put up by Elizabeth Smolen.

On Thursday afternoon, a crowd of several thousand holidaymakers in the Villa Marina watched the finals in the Scooter Girl, Loving Cup, Concours d'Elegance, Squadron d'Elite and Oldest-Scooter Competitions.

That just about completes the general picture of what was described by those taking part as a fabulous week of competitive and social scootering. Next month I will make some personal comments on the Rally. D.M.D.

Cover picture : L. A. Hale of the Farnborough Vespa Club checks in at the final control in the Manx 400, confident that he has gained a first-class award.

(See page 20 for a complete list of the principal awards.)

First-class award winner O. J. Newman of Dublin negotiates the bend at Brandywell Cottage on his second lap of the Druidale event.



The Vespa 90 team—winners of the SCOOTER AND THREE WHEELER Challenge Shield—at the start of the Druidale test. All local riders, they are R. Lowey, A. Killip and N. Kelly.



First registered in 1957, this Lambretta D model was a worthy winner of the Concours d'Elegance (pre-1965 class). It is owned by 22-year-old N. A. Cooper of Hornchurch.

