

SEPTEMBER 1966 ONE SHILLING AND SIXPENCE

# scooter

AND THREE WHEELER





# 1959

(Above) Special feature of 1959 was massive trade support. Lambretta turned out this impressive-looking team, but major awards proved to be elusive. (Below) Even in those early days, when he was secretary of the Glasgow Vespa Club, Ian Kirkpatrick was an IOM enthusiast.

# 1960



TO MAKE UP FOR THE LOSS OF THIS YEAR'S EVENT, HERE ARE **HIGHLIGHTS FROM**



# 1962

(Above) Midnight in the pits. Continuous, torrential rain produced nearly 70 retirements in the Manx 400. Rain, mist and strong headwinds also hampered riders in the Druidale. It was not a good year from a weather point of view! (Below) Innovation this year was a navigation trial. It was well supported.

# 1963

(Above) He can win positions in F...





(Above) A one-lap reliability run was included to introduce newcomers to the T course. The run was punctuated by various tests, such as an acceleration and braking event at Creg-ny-Baa. (Below) Trade support was confined to the British manufacturers. Ron Price, Villiers P.R., starts Phoenix-mounted competitor in the 24-hours event.



# 1961

(Above) This year saw the introduction of a measured-mile hill-climb. It did not prove wildly popular and has not been repeated. (Below) Old hands will recognise Ian Hills and Steve Selway, secretary and chairman of the now defunct National Scooter Association, examining Ian's burnt-out piston.



## FROM PAST ISLE OF MAN RALLIES



(Above) If 1962 was bad, 1963 was worse! Heavy and uplifting mist resulted in the cancellation of the Druidale event. Without this important event it was not possible to award the Tynwald Challenge Trophy. (Below) The year of the balloons in Parliament Square, Ramsey.



# 1964

(Above) Competitors in the Manx 400 were started by Ivy Benson of Girl Band fame and well known IOM personality. (Below) With scrambling becoming popular on the mainland, the organisers introduced a cross-country event. With one exception, all the machines were standard.





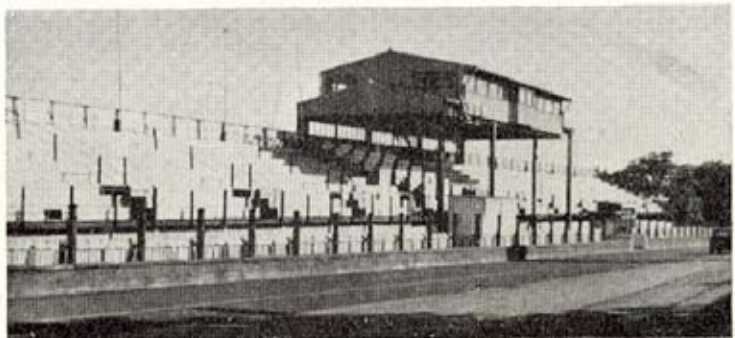
# 1965

(Above) At the suggestion of many competitors, the organisers introduced a sprint. Venue was Jurby Airfield and over 100 riders took part.

(Below) Anxious faces peer at a Swedish Vespa Club team machine which failed to start at the Ballacallin scramble. This was the first time that the Swedish club had entered.



## HIGHLIGHTS FROM PAST ISLE OF MAN RALLIES



# 1966!

(Above) Not a wisp of exhaust, not a growl of a revved gear. Not a gay flag in sight. The scene at the Grandstand on the afternoon that the Manx 400 should have been in full swing. (Below) Only the plaintive cry of a curlew breaks the silence at Brandywell Cottage on Druidale morning.



THE weather plays a big part in the Isle of Man Rally. This does not mean that if it rains a lot, competitors go home complaining that they have had a lousy week, but it does mean that the tough events, such as the Manx 400 and the Druidale, can be considerably affected. A couple of years ago, for instance, the Druidale was cancelled because heavy mist reduced visibility to nil, and heavy rain or mist during the Manx 400 can result in a crop of retirements.

Suppose, then that the 1966 Rally had taken place. What would conditions have been like? To give you a picture of the week that never was, STW asked Clive Weavers, who has taken part in all the Rallies, to report from the Island.

Saturday, the day when most competitors would have been travelling, was overcast with occasional showers. On Sunday, which was scheduled for the Manx 400 the morning's overcast sky produced rain after lunch and as the day wore on the cloud-base got lower and lower, until at 8 p.m. a trip along the T.T. course from Douglas to Ramsey made Clive come to the conclusion that competitors would have been finding the going a bit difficult, but by no means as bad as in some previous years. Riders competing for the first time would have been able to complete about eight laps in good light and get to know the course before nightfall. In addition, it did not get really dark at sea-level until just before midnight.

On Monday, the weather began to change, and by late afternoon it was really hot. Conditions for the sprint at Jurby Airfield were ideal and times would have been very fast. Ah well!

The various light-hearted contests in the Villa Marina would also have been blessed by sunshine. The Night Navigation Trial was to have been an innovation this year and had it been held competitors would have plotted their routes under a full moon. The air was warm and clear. Clive got the impression that some of the roads that would have been used were really only cart-tracks but he could get neither confirmation nor denial from the organisers. Wise organisers!

On Wednesday it was again hot. Thursday would have been Druidale day. Clive left Douglas at 10 a.m. in bright sunshine, but when he reached Brandywell Cottage at the start of the Druidale circuit the mist swirled all round. He reckons that the event would have been postponed for two hours and then conditions would have been perfect.

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Clive says that he had plenty of opportunity to chat to the local people. It seems that they missed the rally as much as we did, and one elderly lady said that she "always looked forward to seeing the gaily coloured scooters, ridden by their courteous owners". Thank you, m'am.

### Reports from some of the rallies that were held

Fortunately not all rallies suffered the fate of the Isle of Man event. During the summer months there have been at least two or more big rallies every week-end. In addition to those reported in Rally Round-Up (page 43) the Vespa Club of Britain held its first Scottish National Rally in Glasgow. Organisation was in the hands of the Glasgow Vespa Club, who took advantage of the opportunity to model the road trial on the lines of their famous Highland Scoot. There was a good attendance, with English clubs carrying such far away names as Maidstone, Liverpool, West Middlesex, Bromley, Darlington and Wearside.

Torbay Scooter Club (The Tigers) report a very satisfactory turnout of 116 machines, with 200 spectators, for their Fourth Annual Summer Gymkhana. Twenty-four clubs were represented,

including Calder Valley S.C., Hitchin V.C., Epping Forest S.C., Portsmouth Federation L.C., Eastleigh Hornets S.C., Bristol Neptunes L.C., and Coventry V.C.

Bridlington Scooter Club's Third Annual Scooter Rally was strongly supported by local clubs, and groups further afield. Furthest travelled were Leicester Reynards.

There were 38 entries in the first Leicester Hill Climb and Point-to-Point held at Tilton by the Leicester Scooter Sporting Club. The Annual Challenge Team Trophy was won by Nottingham Lambretta Club.

Judge in the Vespa Queen contest (won by Sandra James of Leicester) in the Third Annual Western Region Rally organised by Cheltenham Vespa Club was George Balart, President of the Vespa of Hospitalet de Llobregat, Barcelona, Spain.