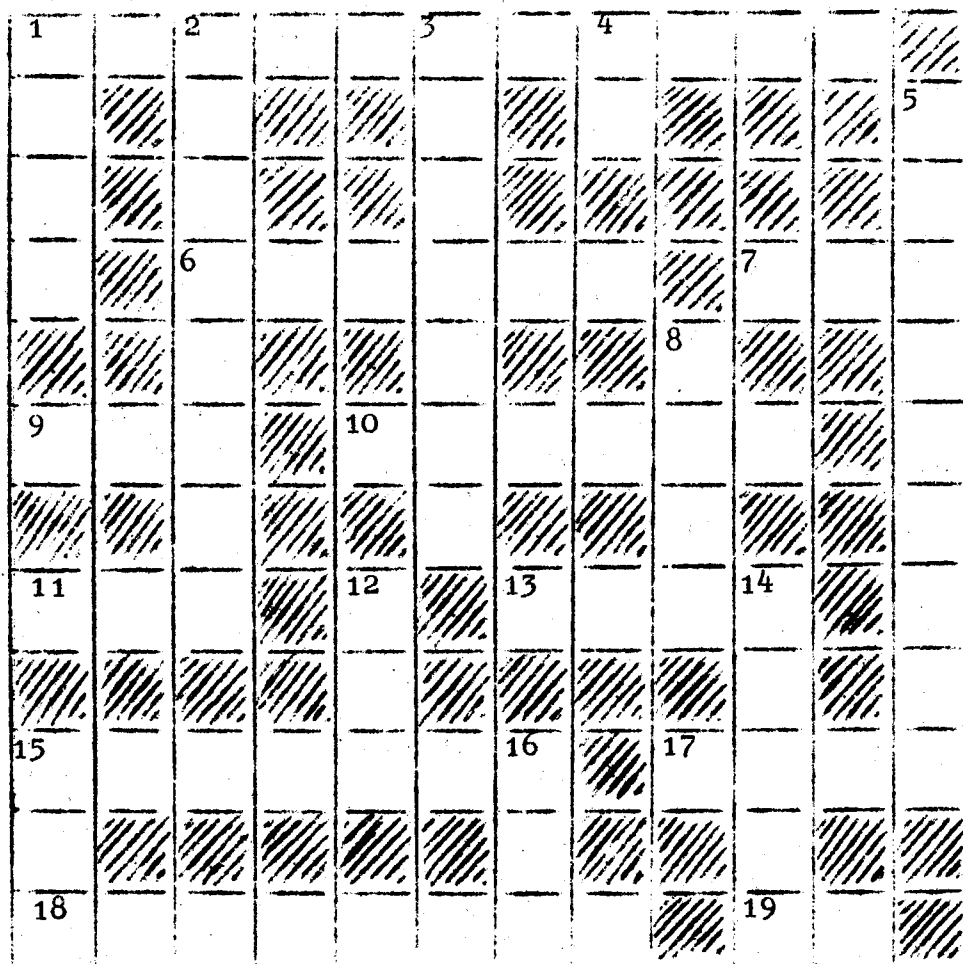


REITH'S CROSSWORD.



CLUES ACROSS.

- 1. ....Valve Gear is a feature of Ducati Motorcycles (11).
- 6. A Triumph riding a Norton perhaps ? (6).
- 7. & 15. He has just destroyed the myth the Harley Davidsons are U.S. (3.7.).
- 9. One complete circuit ? (3)
- 10. This old bike could be a renegade (6).
- 11. ....Gold Star? (3).
- 13. A lack of these makes engines complain? (6).
- 15. See 7 across.
- 17. Ole Olsen is a?(4)
- 18. This obnoxious sounding part of the course is just outside Ramsey (7)
- 19. What is the race in 18 across? (2)

CLUES DOWN.

- 1. A race for motorcycles in female guise (4)
- 2. Where they do "1 down" perhaps (5.3.).
- 3. The scene of the "200" (7).
- 4. .. Supreme? (2)
- 5. The makers of quality Veelines (9).
- 8 & 14. This "bright" lad now rides a Ducati (4.5.).
- 12. Speedway machine? (3).
- 14. See 8 down.
- 15. Use an oily one to clean the bike (3).
- 16. Spark Plugs (3).

Send your entries to Keith Rhodes, 5 Waltham Drive, Cheadle Hulme, Cheshire.

**to arrive not later than Monday June 5th.**

NAME.....

**PRIZE:- 25p.**

Editor and Press Secretary.  
Paul Tootall,  
151, Compstall Road,  
Romiley,  
Cheshire SK6 4JA.

Club Secretary.  
Dave Abrahams,  
20, Alma Road,  
Levenshulme,  
Manchester 19.

Geoff was going quite well in the vintage race, but he had a theory about oil. He said that oil was oil, and if you paid more than the minimum price you were just paying for a name and a lot of advertising. He was still unconvinced when his engine seized solid with a dry piston! Bert, in the 500cc race, got away from the line first, but his bike was a standard twin and before the end of the race he had been passed by three Tiger 100 Triumphs and a Gold Star BSA; however Bert was well ahead of anyone on an equivalent bike. Camshaft Velos came in the first five or six places in the 350cc race, and within a week of the race, Bert turned up on a brand new similar model. He was going to be ready for the next year's meeting with a competitive machine.

When Bob Taylor went over to see the 1939 T.T, he was more than just impressed by the spectacle, he was fascinated. On the evening of the day that he returned from the IOM he came round to see me and announced that he was going to ride in that years Manx Grand Prix, and would his present bike do? Well the bike he had was a well-used MAC Velo, a standard 350cc push-rod model, so I had to tell him that it was no use, but that I knew who had "the" S.G.S. The letters S.G.S. stand for Sid Gleave Special, they were made by Sid Gleave in Macclesfield, but "The S.G.S." was the actual machine on which Sid Gleave won the 250cc class in the 1930 Ulster G.P. It came into circulation amongst our crowd when in 1934 Squib Cave bought it with a seized big end and the whole engine in bits. We managed to get drawings of the engine and so were able to build it up properly. The engine was a two-part racing JAF, the gear-box, a heavy weight, close-ratio, 3 speed, (Model Q) Barman. It had a very sturdy rigid frame, Webb forks and wheels, and a 4 gallon tank. Bob bought it for £15 and we spent July and August of that year stripping it down and rebuilding it. To get a replica Bob would have had to lap at 60mph. The bike had a maximum speed of just over 80mph and I think Bob would have got his replica. He was capable of some remarkable performances, as for instance when one day whilst riding his Velo in a trial the throttle cable broke. When Percy Reece came across him, Bob, who was an old school pal of Percy, asked him what he could do about it, and Percy, in a hurry to get to the final time-check, told Bob to stick his finger up the carb intake and lift the slide that way. Percy swore afterwards that he only meant it as a joke, but Bob finished the trial including riding through the last two or three sections with his left hand on the bars and his right hand curled under the tank to reach the throttle slide with his finger. I still had my right leg in plaster following the knee dislocation, but I was going over to the IOM with Bob, as his mechanic. For transport we borrowed a 550cc side valve Ariel (it was a 1928 model) from Bert Lacey and fixed a hook under the saddle so that I could ride pillion with my leg stuck out like a battering ram. Unfortunately, the war started just before Manx practice week, so it was not until the first race after the war that one of our club members rode in the Manx. The Honour went to Geoff Machan riding a 250cc Cotton-Jap. Geoff didn't go as fast as some of the others in the race, but he could claim that he kept going longer than anyone else!

Geoff used to tell the tale of how once when he was summonsed to appear in court on some motoring offence or other a large Irish policeman was going round calling for 'McHan, Mr. McHan! and it was not for some time that Geoff realised that he, Machan, was being called! Geoff only stood about 5'2" tall and he fancied himself as an engine-tuning wizard, so when someone added "The Great" to his name it seemed so appropriate that the name stuck, and Geoff became "The Great McHan".

Geoff was the first winner of our club sporting trophy which was awarded annually to the member with the best aggregate performance in all branches of the sport.\*\*\*\*\*

Before the war there were far fewer scrambles than there are now, and going back to the early 30's the only really big scramble within striking distance was the Lancashire Grand National run on Holcombe Moor north of Bury. The course was much rougher than anything seen in a scramble today. Quite a lot of it consisted of a stretch of moorland with steams and bogs simply marked with flags, and as the moor was usually covered with cloud down to ground level, it was rather dangerous for both riders and spectators.

TOM DUGDALE.

RESCUE REMINDER.

You will all be aware that Ian Bradshaw (now resident in the island), and I, organised a Nationwide appeal last year to raise money for the hire of a "Rescue" helicopter for the Manx Grand Prix race week in September.

With the help of other club members and, needless to say, the many thousands of people who kindly donated, we raised well over £1,000 which was more than enough to cover the cost.

Because the appeal was so successful and the subsequent prestige which the club gained was so high we decided to continue during 1972 with this most worthwhile collection.

The need for this collection was even further endorsed by an article which appeared in Motor Cycle News the other week pointing out that even greater subsidies were required from the Manx government in order to maintain the Grand Prix.

We must remember that the Manx is the greatest road race in the world for "clubmen" and as history has proved, it is the all time "practice" session for the T.T. greats of the future.

I appeal to you all to contribute to the fund because you are not just helping to sponsor a helicopter; you are not just helping to promote the "17" but most important of all you may be helping the next "British Ago-Basher" to success by keeping the Manx G.P. in existence.

We are selling stickers this year for a nominal contribution of only 25p, but please remember it is not just a sticker that you are buying for 25p it is your contribution to this worthwhile fund.

Having said all that can I ask you another favour. BUY 2 not 1! Seriously though, if you think you can sell some stickers for us at home, at work, at race meetings or anywhere do not hesitate to get some off Moses or myself.

Finally having exhausted all your money and efforts don't forget to come along to the Manx this year. It really is a most marvellous week where you can see the best racing ever. Last year all you had to do was mention that you were a member of the "17" and there were more drinks on the bar than you could cope with. Absolutely everyone on the island knew the name of the Manchester "17" Motor Cycle Club because of our efforts with the collection and they expressed their gratitude most eagerly (read into that what you will).

As the latest car window stickers say:-

SEX APPEAL! PLEASE GIVE GENEROUSLY!

All I would ask is that for sex-appeal you read "Rescue Fund".

Keith T. Rhodes.

ROAD-RACING. - VINTAGE STYLE.

The only real road-racing which we could see without making a trip to the IOM was at Donnington Park near Derby. There were a few small tracks like Park Hall at Oswestry but these were path racing rather than road-racing. Harry Roberts joined the club before the war to ride in road-racing events, but until he became an active member during the war he was an "outside" member and we could not really claim him as a member.

In 1939 a "Clubman's" race meeting was held at Donnington.

Geoff Machan on his 1929 Velo and Bert Lacey on his own Triumph twin and my old 1927/28/29 Velo entered. Unfortunately I dislocated my knee in the workshop and spent the last week before the meeting in hospital so my Velo was not ready.

..../

MANCHESTER "17" MOTORCYCLE CLUB NEWSLETTER  
May 1972.

It hardly seems five minutes since Easter - which I regard as the beginning of summer, but now here we are just a fortnight away from TT practice week and that is synonymous with mid-summer! I won't be going to the Island this year - instead I've taken out a mortgage!, but those of you lucky enough to be heading Manx-wards must surely have a feast in store with an entry of over 60 in the F750 race - I'd give a lot to see that.

-o-o-o-o

Our first scramble is rapidly approaching - June 18th is the date - and we want it to be a real success. When the posters arrive we want a real effort to get every last one displayed in a sensible eye-catching place. A hand-bill campaign is also planned and there will be several working parties to smarten up the course and toilets.

I feel it is the duty of every member to do something towards his club's promotions. We only run two meetings this year and we ought to look to Congleton M.C.C. for an example: you always see their trials riders helping at their scrambles and forsaking a ride that day.

Don't forget that 5 Social Cup points are available on the day of the meeting to officials and helpers!

-o-o-o-o

On Sunday April 23rd Paul S and I joined five members of the Peak MCC on a run to the Major Oak in Sherwood Forest. It was a fine day East of Chapel - Paul and I got soaked on the way up through New Mills! Our chairman was running in his new Trident and the 50mph was a very relaxing cruising speed which added to the enjoyment - some of us had forgotten what it was like to ride a bike without arriving with nerves jingling from concentration!

-o-o-o-o

The Inter Centre Team Trial was run at Ludlow in Shropshire on Sunday April 16th and the Yorkshiresquad once again ran out clear winners. Cheshire Team Manager Dave Rowland took a place in the team when John Roberts wasn't feeling too well and Dave rode into second spot in our team with a loss of 113 marks. Other scorers were: Henry 88, Norman 142, and Harvey 144 with M. Leddy totted up 153.

Verdict by our lads was "tough and often hair raising!" and they had hoped to do better than fourteenth place.

-o-o-o-o-o

The Northern Experts' Sub-Committee have come up with two decisions on this years trial. Two "Pusher-ons" will ride in the event wearing day-glow waistcoats, one halfway down the entry and one as tail-end Charlie to try and keep the riders moving along in front of them. Sidecars will set off last on their slightly shorter lap.

-o-o-o-o-o

Duncan MacDonald has some bikes for sale including a trials machine - see him for details or ring 253-2044. (Sorry Dunc. your ad. details missed the deadline!)

Our next trial will be an Open to Centre event on July 9th.

-o-o-o-o-o

Winner of the 25p Corny Caption Competition was Wilf Earlam with Pev and George as the placemen. You'll remember the picture - Kenny Eyre failing to save the Peak MCC's 11th goal and here are the Captions:

- Wilf) "He flies through the EYRE, showing his paces,  
D'ye KEN the wee laddie as one of the Aces".
- Pev) "To EYRE is human!"
- Digby) "Beyond our KEN!"

All the fifteen entries were very clever and Ken's own effort "Amazing Grace" only just missed out in the judging.  
Another caption soon.....