

KEITH'S KOMPETITION KORNER.

In view of the overwhelming response to my crossword, I have decided to discontinue it and to tax your brains on something a little simpler. First of all this month some questions for you to answer and then pit your wits in the "Name Game".

- (1) The Christian name of Mr. Daniels the well known road racer of T.T. fame? Answer:.....
- (2) With which motorcycle do you associate the name of the late Reg. Deardan? Ans:.....
- (3) What do the stars, related to petrol grade, give the indication of? Ans:.....
- (4) What do the initials J.A.P. stand for? Ans:.....
- (5) What nationality is Sandor Levai, the ex Belle Vue rider? Ans:.....
- (6) In what sport did Rolf Tibblin become so famous? Ans:
- (7) Where was Santiago Herrero killed? Ans:
- (8) What is "Beggars Roost"? Ans:
- (9) What is the correct name for the direct ignition system supplied by the flywheel magneto on most 2 stroke machines? Ans:
- (10) What is the name of the device which enables your D.C. motorcycle battery to be charged from the A.C. generator on your bike?

So much for that and now see how you go on with the name game! The following letters may be rearranged into any order and any number to form the manufacturer's name of any motorcycle British or Foreign. Models such as Barracuda will not be accepted. The winner will be the competitor returning the largest number of different names:-

T.	H.	J.	P.
S.	A.	U.	E.
R.	M.	G.	V.
L.	I.	D.	R.

Entries to: Keith Rhodes, 5, Waltham Drive, Cheadle Hulme, Ches.
1st Prize 25p. Entries close first post June 27th

ANSWERS BELOW.

NAME: ADDRESS:.....

Winner of the Krossword and only correct one of three entries received was I.C.M. EC. Ian Bradshaw - shortly to be realised in this country on bail!

VINTAGE SPORT (concluded).

Later more clubs started to run scrambles. The Chester Club had two or three courses, one round the old golf course at Helsby, and the Manchester Eagle M.C. had a nice little course at Daisy Nook near Failsworth. In the last two years before the war we had several members who took up scrambling. The most successful being Bert Lacey. Bert started with a 1929 550cc side valve Ariel, and like me with my old Velos, Bert bought up any old 500 cc OHV or 550 cc S.V. Ariel that he came across. Bert's "best" Ariel finished up with a 500 cc engine (OHV) with a single-port 1925 cylinder head and cast-iron rocker box, and a four-speed BSA gearbox, all the previous boxes had been three speed hand-changers. Bert later became a "works" trials rider for Ariel.

There was very little motorcycling activity during the war, many members joined the forces as despatch riders, through a scheme run by the motorcycle press, and most of the members who did not join up joined one or other of the organisations which gave them a chance of an occasional ride. Perhaps the most popular organisation for this was the "Cheshire Police Despatch Corps." In this riders had to go, about one night per week on their own bikes and sleep the night at one of the Cheshire Police Stations. The idea was that the police would have at least one form of communication if all others broke down. It would have been easy to fiddle extra petrol at that time, but the thought of the terrible risks that the seamen were taking to bring the fuel tankers to this country made it impossible to do this with a clear conscience. Occasional training exercises were held, and these often found their way up into the usual trials country.

A chap with connections at Belle Vue Speedway saw Bert Lacey riding at one of the Stretford Clubs' Grass-track meetings in Longford Park and Bert was invited to a weeks' practice session held at the Zoo during wartime. This led to him having second-half rides towards the end of the war, and later to Bert being a member of the Coventry Speedway team, where at one time he held the track record.

Roy Hallam also had a trial at the Zoo but decided against becoming a regular, however Bernard Tennant followed Bert's lead and rode in the Coventry team.

One semi-sporting type of event which was very popular before and immediately after the war was a "Field Day". All that is needed for this is a reasonable sized field - the smoother the better, - a pile of old tyres and a few marking flags and odd things like balloons, potatoes, and planks! The type of event at a Field Day was potato picking; balloon bursting; riding the greasy plank; blind fold navigation with a pillion passenger giving directions (husband and wife teams barred!) and hoop-races. We even had members who joined the club specially to ride in the field day events, and a good time was had by all!

The war dragged on far too long, and by the time it ended a lot of our pre-war members had lost interest in motorcycling but a few remained and we had been joined by new enthusiastic people who had retained or developed an interest in motorcycling during the war. The club was therefore in a better position than most to resume activities when the hostilities finally ground to a halt, and we were the first club in the North of England to run both a trial and a scramble in post war years.

THE END.
TOM DUGDALE.

FOR SALE. 1964 Registered Combination.

Norton Featherbed Slim Frame. Matchless 650cc twin motor. Single - seater Sports chair. All newly rebuilt motor. Not yet run in!
£150.

Tel. 061-748-6051 - Ray Armstrong.

WANTED. Trials bike in good trim - D. Turner, 21 Cross Lane, Marple.

SOCIAL COMMENTS.

Where have all the President's Social Cup Events gone?
 What has happened to the film shows?
 Why was the Ashton M.C.C. visit a flop?
 Why is the clubroom half-empty on Tuesdays?

Something is amiss somewhere but the committee is trying to rectify things after the scramble it should be all go on the social front. Anyone wishing to help on this front please contact a committee member.

Working parties have gone well at Harratt Grange Farm and after five weeks we have a very sound and smart ladies toilet to match the year old "gents"!

Thank-you, Moses, Frank, Ray, Ron, Gordon, Len, George, Dave, Paul and Sharman for your assistance. Yes.....Sharman; who was seen "driving" the cement mixer one week while all the younger lads went off in the opposite direction - camping(!) and others watched a scramble at Pott Shrigley or a road race at Croft or Cadwell. It was Womens' Lib of necessity!

Note: to a non member but regular club-goer:

We don't want you or the policemen who follow you around until you can behave in a sensible manner. Acts like yours the other week could put this club back ten years in relationship with Stockport and Hazel Grove inhabitants.

SCRAMBLE - JUNE 18th - Next SUNDAY.

I want this scramble to be a real success and that means that the riders must enjoy the meeting and the crowd must be a large and happy one. By the time you read this we hope to have most of the posters up and 1000 of the hand-bills distributed. Tonight - Tuesday - I'll give out some more and I'd like them all displayed in a prominent place. The ideal settings are obvious, but we still get the odd poster appearing in the front window of a member's house in a quiet cul-de-sac and all too many left in the back of the car until the meeting's over! Best poster sites are on the route of the daily commuter or Saturday shopper. The best shops are the ones which are certain of customers: gent's hairdressers, dry-cleaners, cafes, chip-shops, do-it-yourself stores, newsagents and car-spares dealers.

There are many others, but make sure the poster is put up - take your own pins and sellotape and offer to do it. (Handbills can also be used with discretion. The odd ones left are best placed where you know a motorcyclist lives or in his brake lever if the bike is parked locally. In a mass leaflet-drop, copies can be saved by avoiding old peoples' houses, go for the ones where there are signs of a young family - toys, bicycles, sports cars, etc.

Most of this work is done now and the main thing is to turn up on the day to help run the meeting. Come early, come in your thousands and be prepared to help finish off the fencing and peg out the entrance stakes etc.

We have Castrol jackets for riders and marshals to brighten up the scene and project a professional image, we also have a roving mike for the public address which should make for a more comprehensive commentary.

Marshals can feel free to do their own public relations by chatting up the spectators in between races and make them feel involved and more knowledgeable about the sport. We need the crowds to come back in August.

CLUB SCRAMBLE - JUNE 18th

JUNE 77

MANCHESTER "17" MOTOR CYCLE CLUB.
NEWSLETTER JUNE 1972.

Hello again, you damp soggy people,

.....at least you should be if you're all genuine motorcyclists! It doesn't seem to have stopped raining since February! Mainland-tied members this year who endured the 1971 TT weather must be feeling they haven't missed much in the Island this month judging by all the reports we're getting of rain and mist on race days.

I'm writing this on Senior day having just read of the sad death of Gilberto Parlotti in the 125cc race and wondering how Neville got on in the rain again.

I've received a "Ken Eyre" caption in the post this week but the anonymous sender has wasted his stamp because not only is he too late for the competition, but his caption completely escapes me!:- "Put a bit of Eyre round it, he'll find it!"????!*

A recent letter in the Evening News asks for more speedway and has brought about some results - every year the News include more "copy" on the cinder-game, but tonight they've taken a backward step with a caption and story about Soren; with a picture of Chris Pusey!

Have you noticed how some of the big "dailies" are knocking the John Player Norton team? It's sad that this is the only angle they can find to write on about the team. 'Expensive' and 'extravagant' are words they use whereas the effort and interest created is surely more newsworthy and more like Nortons and John Players deserve for their BRITISH contribution to sport.

The other Wednesday Sharman and I rode down to the A.M.C.A. club at Cheadle and met quite a few old '17' faces. Paul McHugo with Stuart Hine, currently suspended by Don Green for riding ACU, and cheery Fred Curtis was also there at the Queen's among the faces I recognised. There is a slight turmoil in the pirates' camp at the moment with the scramblers suffering under Don Green's iron fist rule. He's banning them left right and centre and the lads don't know what to do next.

It seems their biggest grouse is that in ACU scrambling they can't get enough rides without paying lots of club memberships and driving hundreds of miles; but the latter is also troubling AMCA men if they want to ride! Where will it all end?

Over Whitsuntide I suffered the motorcyclists' oddest dilemma: a slipping and binding clutch. Sharman and I were all set to go to Scotland on the Friday but I couldn't get the clutch free with the engine running - no gears! After making adjustments I had gears but no clutch drive to kick start! By midnight I had no gears on the road (but a stationary clutch centre with the lever in) and a slipping clutch under acceleration!

Result - a shortened trip to the Lake District, and crash changes all weekend. (I should have kept my old plates and gone to watch Kings Lynn at Belle Vue!)

The trip once more confirmed my liking for Lakeland roads which were not at their best in the wet with heavy traffic, but promise to be just right for a club weekend holiday in the Autumn.

CLUB SCRAMBLE - JUNE 18th
2pm Harratt Grange Farm - Peak Forest. DON'T MISS IT!