



GOODWOOD SECTION NEWSLETTER

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<https://www.facebook.com/VMCCGoodwood/>
<https://goodwood.vmcc.net/>

SUPPORT YOUR SECTION

Hi Fellow Enthusiast

Well a lot to publish this month, hope you find it interesting. How about some more articles on "My Bike's History" or "My Bike's Profile".

Maureen

Disclaimer

Goodwood Section VMCC accepts articles and letters written in good faith; however, the opinions expressed by contributors are not necessarily those of, or endorsed by the Goodwood Section VMCC Committee.

Wrinkly Run – 13 July

Roger Seymour led this run from Chichester Northgate Car Park trying to avoid the Goodwood Festival of Speed traffic.

It sounds an interesting route keeping south of the A27/A259 to Drayton, Merston, Runcton, Hunston, Sidlesham, Highleigh, Earnley, Birdham, Apuldram, Fishbourne, Then a back road loop to Bosham across the A259 northwards to West Ashling, Funtington, Compton, past Uppark House and a right up Harting Hill which is a tricky turn and a test of skill. From here to Chilgrove, Lavant right across to Hunters Race continue to Salt Hill Road south to Fishbourne. Roger arrived at the Bulls Head in Fishbourne, near Andy Relf's house, in time for Andy to join them for lunch.

A good run of 45 miles with 6 bikes and John Pocklington as last man.

Club Night – 17 July

Bring an Interesting Vehicle Night

A lovely summer evening with plenty of interest in the car park. Apart from the 4 bikes there were two MGs – a 1948 TC belonging to Steve Priston and a 1934 PA belonging to Richard Johns – Dick Somers' Lomax (good to see Sue with him) and Malcolm Piper in his early Land Rover.



John Bray (L) and John Priston (R), spot other members on the decking behind. Remember the rules, **NO** glasses in the car park



Noggin 'n' Natter – 24 July

Visit from Surrey & Sussex Section

A total of 16 bikes spied around the car park at the Red Lion after the Surrey & Sussex section arrived on an excellent summer's evening.



Articles, photos, news to Maureen Street, email address goodwoodvmcc@aol.com or tel. 01903 742979

CLUB NIGHT 3rd TUESDAY EACH MONTH – THE MAYPOLE INN, YAPTON, 8.00pm

NOGGIN' & NATTER 4th TUESDAY EACH MONTH – RED LION, ASHINGTON, 8.00pm



... Steve's MG again



... good to see Andy managed to join us, chatting with Tim Penn (L) and Ron Hanmore



Thanks to John Taylor for organising excellent food.

Jeff's Jottings

There has been a lot of activity this last month. I have missed quite a bit because of badly timed prior commitments, sorry, but many thanks to all the organisers. I promise to do better in the future. I'm sure that full reports are included in the newsletter and the Facebook page. (See links above for this and the Goodwood VMCC website).

The Committee is meeting in September to plan next year's programme of events so please let us know what you would like included, or abandoned. A good, bad or ugly list would be good.

Following Gavin Shaw's resignation as our South Eastern Representative the Committee decided to write directly to the Club Chairman, Pat Rowbotham, expressing our conditional support for the Directors Five Year Business Planning process. However we registered our deep concern over the continuing development of the Retail Operation which we believe was mandated by the AGM for closure. We also asked again for clarity regarding the Clubs Insurance Cover for Run organisers. A copy of the letter is available if you wish to see it.

I spoke with Tim Penn recently and he wished to pass on the thanks of the Surrey and Sussex section for the warm welcome they received at the Red Lion which he commented was a first class venue. Again thanks to all involved particularly John Taylor who arranged the evening.

I rode to Norfolk for the Breckland Rally on the hottest day of the year. Great rally with excellent routes around deserted Norfolk and Suffolk countryside. I then spent a long weekend at the International West Kent Rally near Maidstone, probably the best event in the south. 400 bikes of all ages and nationalities. You should all try it, you won't regret it. Finally I'm off to Ireland at the end of August for the Munster Rally in Killarney. A week of challenging riding and great company.

Wrinkly Run – 10 August

Phil Harris led this run from Wisborough Green with five other very hardy souls. It started dry with promise but ended up with torrential rain. Pictures and route can be seen on the Facebook site <https://www.facebook.com/VMCCGoodwood/>

Harley Davidson 1942 Model U Flathead Big Twin Malcolm Piper

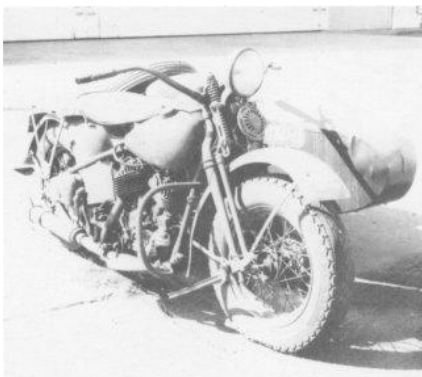
It may sound like my lawn mower, annoy some neighbours, handle like a tractor and have a phobia for oil, but I do like this bike.

I acquired it by chance when I saw it next to the bike I had originally agreed to buy from a chap in Wales. I liked it so much I persuaded the then owner to part with it and the bike became mine about 10 years ago. I used it for one summer before family and work took over and ever since it's sat in an, unknown to me, very wet garage. That was until last year when I dragged it out, chipped off the rusty bits, rebuilt the carb, clutch and starter gears, gave it new plugs and fresh fuel and she is pretty much as you see her today – sort of running reliably, but with a lot more fettling required.



Originally one of 1,000 ordered by the South African Union Defence Forces in 1941 adding to the 156 ordered in 1940, supplied with side-car in a fetching drab olive-green. Only another 200 Model U big twins were ever built during the Second World War (and these were supplied to the US Navy Shore Patrol). A unique feature of those purchased by South Africa was that they were built with side-cars fitted on the left-hand side. Most units were assigned to various regiments to control tank movements during the campaigns in Africa.

This is in contrast to the 88,000 total for all Harley models supplied to be used by the United States and Allied forces, with enough spare parts to build another 30,000 machines. Most bikes were 750cc WLA (for American regiments) and WLC (Canadian regiments) models, where the Model U was a side valve 1212cc (74 ci) low compression machine.



Post WWII the bike history is non-existent. Most were bought by returning service men and repainted in civilian colours. I only know the bike made its way

from North Africa to Holland where it was restored to civilian specification before being imported and first registered in the UK during 2007. The black and red colour scheme is correct for the period and all the main components, including the Linkert carb are correct for 1941/1942.

She is a complete joy to ride, very relaxed and long legged, hand change and foot operated clutch with three forward speeds and one reverse (for the original side-car). I like most that it demands to be ridden at it's own easy going pace, it can't be hurried or hustled. The world has to slow down a little.

Just for curiosities sake I have pegged the throttle for long enough (just once) and the white knuckles appear long before the top forward speed of about 65 mph, a happy cruise is around 40- 50 mph, which is now her main purpose in life.

Thanks Malcolm.

“A POSTCARD FROM THE FOREST OF DEAN” John Pocklington

Earlier this year, I saw an advert in the journal for the Flat Tank Section's camping weekend on 22nd-24th June in the Forest of Dean and persuaded my wife that it would make a nice holiday. We are not campers, so we booked a weeks' B & B on a nearby farm, which turned out to be at the end of an unmade track nearly a mile long, ideal for Druid forks!



... luxury farmhouse accommodation for the AJS

Having settled in, at Friday lunchtime I chuffed off to the camp site to find that 30 people had entered the event, 9 of them on veteran bikes, the earliest being a 1904 Rex. I was introduced to three friendly fellows from South Durham who were about to set off on their veterans for the Friday afternoon run and was invited to join them, which I did. They seemed a little uncertain of their route card reading skills and whenever we reached a pub they felt it best to go in and check our whereabouts. Luckily the third pub we reached was closed and after an enjoyable 30 mile afternoon we returned safely to the camp site.

Saturday was the main event, a 60 mile run including coffee break and lunch stop, and a few en route questions to be answered for bonus points. The route card was very clear and included reference to various points of interest for the tourists amongst us. Coffee was taken at the Headquarters of the Forest of Dean Steam Railway, and then on to the Royal Hotel in Ross on Wye for lunch. I don't think the local road users had any experience of single speed clutchless motorcycles being ridden through their busy market town on a Saturday lunchtime, but they will probably remember it for some time! Lunch was a prolonged affair on a sun drenched terrace overlooking the river, but eventually, after another quiz session, we meandered our way south back to the campsite, 60 miles of quiet, scenic and almost pothole free roads completed.



One of the points of interest mentioned on the route card

Sunday morning was another 30 mile run, with a refreshment break half way at the Hopewell Colliery, where we were offered helmets and lamps and a guided tour! Fortunately no flooding was encountered, just dripping from above. Everyone survived, and so ended an enjoyable weekend.

I spent some time talking to the owner of a water cooled 1915 Humber which carries an East Sussex (AP) registration number. He would like to discover the early history of the bike, but the East Sussex records for the period appear not to have survived. The bike would have been an expensive and probably exclusive purchase in 1915 and if anyone has any clues, perhaps photos, of its life in Sussex, even as recently as the early 1960s, perhaps they will let me know.



.... the mystery Humber

Thanks John, sounds an interesting event.

The Goodwood Curse ! or is it me?

Brian Denman

In 1987 I transferred from Brooklands to the Goodwood section who were happily settled in the *Shoulder of Mutton and Cucumber* but the pub thought they would be better off with a games room which meant a snooker table. So we moved on and the pub, well now it's a private house!

Next was the Cafe at *Goodwood Airfield*, all went well until we turned up one night to find it in darkness and closed. It was even knocked down! So we moved on.

The *Bader Arms* had a lucky escape as it turned out to be too small. So we moved on.

Then we moved to the *Boxgrove Club*, a good location for us but they were not properly registered and for various reasons they went bust and guess what, they knocked it down! So we moved on.

Aldingbourne Club was another good location (I lived close by) cheap beer plenty of space but no glasses allowed outside, no good to us looking at bikes. So we moved on.

So now we are at the *Maypole*, again a good location but I think now on our third owner so we are keeping our fingers crossed.

Ed: Again no glasses in the car park, only allowed on the decking, so please remember for future.

Now the **Noggin and Natter** record is not much better.

The *Laboring Man*, Coldwaltham - not much good.

Swan, Fittleworth ok, a bit cramped but more so when they had a quiz on our night! (I believe the owners split up soon after but I don't think that was part of the curse!)

George and Dragon, Houghton alright until the landlord told us to clear off!

So to the *Sportsman* at Amberley, also a bit cramped but ok until again it suddenly closed and went bust!

The *Frankland Arms*, Washington was the next location, quite a good venue especially for the Surrey and Sussex visits but yet again it suddenly closed down and went bust!

Now we are at the *Red Lion* at Ashington. Should we be warning them of the Goodwood Curse? and that they could be next !!!!

Thanks Brian, I remember some of these locations, from Boxgrove and the Swan onwards.

WHAT'S ON & DATES FOR YOUR DIARY

AUGUST	
Sun 18	Summer Pioneer Run, Verralls, Handcross, 9.00am
Tues 21	Club Night, Maypole In, Yapton, 8.00pm – Noggin & Natter
Tues 28	Noggin 'n' Natter, RED LION, ASHINGTON
SEPTEMBER	
Fri 14	Wrinkly Run, Washington Roundabout 10.30am – Leader Jeff Read, end The Bull, Henfield. Route not too challenging.
Sat 15	Kempton Autojumble
Tues 18	Club Night, Maypole In, Yapton, 8.00pm
Thur 20	Evening Fish & Chip Run, Whiteways CP, 6.45pm to Tasty Plaice, Petworth
Sun 23	Bulldog Run - SBMCC
Tues 25	Noggin 'n' Natter, Red Lion, Ashington