How is this for reliability ...?

Wayne got a call from Graham Hammond and here is what he had to say ... Graham is now in Katherine and has only two days to go on the rally. Here he is (in the photo above), next to a big rock.

Graham has clocked up 4000 km with about 400 to go, the bike is going well and has had no issues at all apart from one worn out tyre. He has promised some pics and an article when he gets back.

Well done Graham and his reliable Indian. You’ll recall the dramas Graham had previously with his engine which struggled to make it around the block after some less than professional engine building. Wayne managed to sort the engine for him and the above picture shows the result.
President’s Report

G’day Members

August already, what happened to July? It was wet I remember that. I got soaked on two different runs, ran out of petrol on one, and got flooded in a puddle on another. I also had motor trouble with my Indian Scout (see further down) and attended the funeral of one of our club members. A memorable month but for all the wrong reasons.

August is looking like it is going to be a better month. It started out with a ride on the 3rd of August to celebrate the launch on the 2014 Indian Motorcycle organised by the WA Indian Riders. The ride was organised to coincide with 1st anniversary of the re-launch of Indian Motorcycles and with the launch of the 2015 bikes. The ride saw about 60 bikes wind their way from Fremantle to Two Rocks. On the 14th of August it will be Andrew’s “Make It Up on the Day Ride” which should be a great day out. Andrew’s knowledge of the Swan Valley and the foothills always ensures great roads to ride.

I have now got 2 bikes on racks in the bike shed. A half restored Chief and a broken Scout. Thankfully Wayne is providing all the technical help and I am grateful for his assistance and persistence with getting me mobile again. Big thanks to Chris for allowing me to use his beautiful dark green ’34 Chief bobber for the 2014 Indian Motorcycle anniversary run.

Returning home from Ben’s funeral along the Reid Highway my little Scout, that has been so reliable and strong since the day it was first rolled out of the bike shed, had a moment. With Dean following me on his new 2014 Indian we headed for the hills. As we progressed along the highway the bike started losing both speed and power and there was some noise coming from the motor that was not good. As we approached Malaga Drive the bike gave a sigh, passed a cloud of smoke and left an oil puddle on the road. We wheeled around the corner to the garage and I organised to leave the bike on the forecourt and climbed onto the back of Dean’s 2014 Chief. Big thanks to Dean for the ride home and for helping me out when it all went wrong.

Foundation members:
* Deceased

Life Members:

Early American Motorcycle Club

PO Box 184, Tuart Hill, WA 6939
Club fees are $35.00 pa, due 31 December
Nomination Fee of $20.00
Cheques made payable to Early American Motorcycle Club

Committee
President: Michael Tolj
Secretary: Glen McAdam
Treasurer: Jeremy Bromley
Editor: Rob Veitch
Events Co-ordinator: TBD
Vehicle Examiner: Bill Walton & Wayne Elezovich
Safety Coordinator: Brian Smallwood
Property Officer: Chris Gielis
WebMaster: Michael Tolj
Patron: Wayne Elezovich
President’s Report continued

The Scout is now in pieces and we have found the issue; the hardening on the crank-pin has failed and the rod bearings had eaten into the pin, allowing the rods and pistons to slop around in the barrels. New rods, bearings, pistons, a quick hone and re-assembly and my Scout will be running again. Big thanks to Wayne, Chris, Andrew and Dean.

Stay safe, stay upright, stay warm and enjoy life every day.

Regards
Toljy

President EAMC
earlyamericanmc@gmail.com
0488 065 778

Overseas Correspondent News

Our overseas correspondent Mathew reports on a treasure trove he visited...

I spent over an hour yesterday with famous bike restorer Eldon Brown. He has an amazing collection of Harleys, Indians, Ace, Hendersons, Merkels... a lot of machines, all immaculately restored to the same standard that he did Glen V’s bikes. He showed me a beautiful board track racer that Glen has expressed an interest in. Orgasmic stuff.

I took lots of photos with my camera but have attached one that Christine took with the iPad. He also asked if I knew Bill Walton!! The vintage bike world is a small one!

Regards

Matthew

Eldon and Mathew discussing motorcycles.
Old Wogs on Tour
2-9 Nov 2013 - Day 6

This is the article Mike meant to submit last month. Ed

Day 6 Wogs on Tour – Albany to Quinninup

Hi Ho Hi Ho... it’s off to the Tall Timbers we go......

We woke to a reasonably fine morning cold but with the promise of great day for riding. We packed the trailer and checked the bikes before saying goodbye to the folks at King River. We headed off down the Chester Pass road for our last run through town. On the way we called past the Harley Dealership to show off the old Indians. Soon we were in town for one last run past the main drag around the harbour. We were on way to the tall timber country.

For this leg of the ride we had all the Indians out with Stefan following behind with the backup trailer, the Yamaha safely tucked up inside, along with all of our other gear.

We elected to run via the Old Denmark Road this morning rather than the more frequently used South Coast Highway. There would be plenty of time on the main road to come. The Old Denmark Road is in pretty good condition and the ride was pleasant with enough things to see. After a day off the bike you find yourself looking again for the sweet spot in the saddle where you feel most comfortable knowing that there are a good 300 kms ahead of you. The road winds through a couple of small hamlets and turnoffs to places like Cosy Corner and Cape Howe National Park; places to explore another time. We eventually rejoined the South Coast Highway, as it winds its way around Wilson Inlet to eventually make its way into Denmark.

Now I have not been to Denmark in a long time and it has grown into quite a bustling centre with plenty of people and places to eat at. We settled on a small café off the main drag for our morning tea stop. The Gourmet Café across the road from the Supa IGA as it had plenty of space to park the bikes out front and room for the car and trailer as well. A stretch and cup of coffee were the order of the day. We had a wander across the road to talk to a guy who had a horse and covered wagon. He was clip clopping his way around the state raising money for Children’s Cancer. An interesting bloke with his dogs, horses and covered wagon: life at a really slow pace a one horse power camper trailer.

With coffee on-board it was time re-fuel the bikes for our next part of the ride along the South Coast Highway, the next 45kms from Denmark to Bow bridge was to be the last of the reasonably flat farming land we would pass for a while. Our next stop was the Valley of the Giants http://www.valleyofthegiants.com.au/. At Bow Bridge we stopped for a quick amenities stop before heading up into forest following the tourist drive. Video http://youtu.be/y9g75FzxZU8

We stopped at the Tree Top Walk http://www.denmarkwa.asn.au/treetopwalk.htm for another break and to walk amongst the giant Tingle Trees. If you are down in the area I highly recommend a visit and the experience. The walk takes you up into the canopy 30m off the ground with views out across the forest and valleys. We enjoyed our visit and soon it was back on the bike for the run into Walpole.

Out of the Valley of the Giants and back onto the South Coast Highway we travelled. Surprisingly the bikes have been running very trouble free. This section of the South Coast Highway runs alongside the Franklin River Inlet which eventually opens up into the Nornalup Inlet and ultimately into the Southern Ocean. I can imagine that when it blows a southerly wind that it would be very cold along this stretch of road. Luckily for us it was a very nice November day the sun was out and we made good time into Walpole.

We stopped in Walpole for lunch at the bakery, taking the opportunity to refuel as there would be limited fuel for the next leg. As we road in we saw some old trucks and military vehicles. Being into “old” that we are, we had to stop and have a look. A 1959 Chev ½ tonne, a 1955 Chev and a 1933 Ford with a Flathead V8; quite an amazing collection. We had a chat with the owners and found that they were on their way to Albany for a show. We were heading north for Quinninup

Early American Motorcycle Club
and we needed to be heading off as we had another 100 kms to cover before we got to our stop for the night Quinninup Eco Tourist Park. [http://www.waholidayguide.com.au/quinninup-eco-tourist-park](http://www.waholidayguide.com.au/quinninup-eco-tourist-park)

This run was almost all through the forests and the tall timber country with beautiful winding roads filtered with dappled sunlight, very little traffic coming the other way, the sound of the side valve engines purring along. These days are made for riding motorcycles. Video [http://youtu.be/twrKuHP7JHE](http://youtu.be/twrKuHP7JHE)

We arrived into Quinninup late in the afternoon after a good day of riding, again with no issues. Once we had settled to our old mill hut that was our overnight accommodation it was time to give the Indians a bit more loving. Oil changes were the order of the day. Oil was drained and fresh oil added, carb’s were tweaked and then the bikes were put to bed for the night. The Eco Village is home to a few members of local wildlife and the emu seemed to be pretty curious as to what we were doing. Video [http://youtu.be/E2hR5vHekcY](http://youtu.be/E2hR5vHekcY)

After servicing the bikes and cleaning up ourselves we wandered down to the Quinninup Tavern for a feed and beer; man sized meals and really cold beer.

Till next time...

Mike
Above: Rest break in the Tingle Forrest – Valley of the Giants

Below: Oil change bush style couple of bricks as a ramp
Saddle Up - July 2014

Next run in August will be my “Make it up on the day” run and based on some recent feedback, I’m opting for the Chittering to Toodyay & back motif. I can confidently say it will be good (weather permitting) as it always is out that way with some nice long cruising stretches. I plan to end up somewhere for lunch depending on how we get along and when the urge hits. NOTE – If it is raining, I will not be riding... but we are due a good day for a club run by now surely! So I’m confident, hope to see you there.

So, it has come to pass that this will be my last Saddle Up submission for the EAMC. It is with some sadness that I have tendered my resignation from the committee (only) effective from July 2014 on personnel grounds. As such I will no longer hold the Ride Coordinator or Vice President Position, I hope that both these roles are filled by someone deserving of them. My deepest apologies to those who have always supported me and for the short notice, but this has been a long standing point of contention that has left me to make this difficult decision.

I will be continuing as a regular EAMC club member as I’m very passionate about riding, love the people and the good times we have... I love the club and will always support it as best I can. See you on the road and thanks for the interest in my column over the years.

REMEMBER - Keep up the maintenance, ride safe and stay upright...

Andrew Scudds - 0477 310 989

Ride Calendar

**August 17th** – Andrew’s “Make it up on the day” run. Meet at Alfred’s Kitchen in Guildford 9am sharp. More Info – Andrew 0477 310 989

**September 14th** – Day run to Yarloop Steam Sheds. Meet at Caltex Midvale at 07:00 – 7:15 Dep. Meet at BWS Kelmscott at 08:00 – 8:15 Dep. Travel by SW Highway to Yarloop, Fuel, amenity and coffee stops along the way. Roast Lunch at Yarloop Sheds. Mike 0488 065 778 – Will be driving backup trailer. **Med-Long Run**

**October 19th** – AGM and Field Day
To be held at West Swan and Oval, annual AGM and Field Day, start thinking about nominations and committee positions. BBQ lunch provided.
Field Day, AGM and BBQ Lunch
West Swan Oval and Hall
Nomination form for positions is at page 11.

**November 15th 16th** – Albany Hill-climb
Return for 2014 of the great week-end in Albany. Some are planning to ride down, some will trailer down. Some will stay for a few days after. More Details to follow.
Wayne 0438 977 741

**December Xmas Wind-up - TBA**

New Member Application

Application for Membership.

John Johnson of Spearwood has applied to become a member. Should anyone object to his application then please contact the club secretary in writing before the next club meeting
Council of Motoring Clubs
At a recent meeting a question was asked about our reason for being a member of the CMC. Glen has put the following questions to them:

1) As clubs we all have our own Public Liability insurance. However has there ever been a claim against CMC? If so what were the circumstances?

2) What does affiliation with CMC give us? I have read the statement on CMC website but it is very broad. Can you be more specific?

Here is their response:

The CMC carries its own PI insurance to cover its activities. It has arranged favorable insurance cover for all affiliated clubs, (from memory about $800/yr for $10M cover) and most of the affiliated clubs are using this cover. To my knowledge there has not been a claim against the CMC. Your affiliation with the CMC gives you a voice in historic motoring in WA and Australia, and in many ways acts in a similar fashion to a union, and negotiates benefits for its members. The CMC has arranged insurance available to clubs at reasonable rates. The CMC has also negotiated the whole concessional licensing agreement with Transport and plays a significant role in its implementation.

There are a number of things relating to the old vehicle movement that may become an issue in the future, such as increased tax in imported parts and vehicles, import and export restrictions, restriction on home workshops implemented by local governments and so forth. Obviously, as a club you can sit back and let others do this for you, or you can become a part of it through your membership of the CMC.

There are eight motorcycle clubs in the CMC, representing about 25% of the total individual members and about 25% of the concessional licensed vehicles. At the moment, I am the only motorcycle club member of the Committee, so if your clubs wants to be more involved then we would welcome you to the Committee.

Regards

Peter Boreham
Secretary
Council of Motoring Clubs WA
0408 950 074

Safety Article
The recent weather changes, leading to thoughts of the approaching Spring days, will soon give us more of a chance to spend some quality time on two wheels of the powered variety. We’re talking about motorbikes of course.

So what a great time to give yourself a Safety touch up.

“No put that away. ---- I said Safety”

Mention has been made to me in the past, by more than one of our many experienced club members, of the occasions when we see riders not quite paying attention, or maybe riding with no hands, or chatting with mates whilst riding side by side, or taking photos, or flossing teeth, or whatever. Let’s face it, we all do this from time to time. So please take a moment and give yourselves a mental checkout (or in my case maybe a check-in) and please, please treat each and every moment on your motorcycle with the respect that the road requires. The same applies for a short blip to the pie shop as to a long ride, I guess.

At the Harley HOG meeting Monday evening they displayed a vertical banner by the MRA (Motor Riders Association) showing a standing rider, naked on the left side of his body and fully kitted out in protective clothing on the right side of his body, “Yeah twas definitely a bloke”

The left side of the graphic on the banner showed the potential damage that can occur to a motorbike rider and the right side showed and described the best type of gear to wear to help minimize the possibility of injury.

Good stuff indeed and a nice subtle reminder to everyone present who took the time to have a look at it. Actually it sat out the front so no one could have missed seeing it. Good Oh. A nice Safety touch up I thought and no words were spoken. Now it’s up to you and me.

Get out there and have a blast. I will.

Watch out for Yummy Mum mums and pram and kids and dogs.

Stay Safe

Pop
Hello gentlemen

I thought we might have a look at a touchy subject—vintage bike market values. I’m asked quite often “what is my bike worth” and most of the time it’s not as straightforward as dollar value versus make and model. Harleys and Indians do have ballpark market values for most models but we also need to consider many other factors before we place a dollar value on a particular bike.

The first thing to look at is the average market value (eBay is good for this) and there are also books dedicated to valuing both Indians and Harleys. These books base the bike’s value on the current price of a Harley Ultra Classic, which gives us a good reference regardless of inflation.

Next we look at the condition of a bike. This can be looked at from a points scale of 1 to 100 points; 100 being like new condition and 100% correct (correct speedo, headlight, dash, correct colour etc. and all factory correct equipment fitted). The lower scale of 50 points and down usually refers to basket cases; a 50 is a completely rolling assembled basket case and everything lower is a less and less complete machine.

Most of the bikes I see are 70 to 90 pointers (sorry guys). This doesn’t mean it’s a roughy—it just means it’s not completely correct (wrong colour, too much chrome, incorrect parts fitted etc.) I know this sounds pedantic but keep in mind if you are asking top dollar for a bike then 100 points is what you’re saying it is and really I’ve only seen a handful of these bikes.

So as a rule of thumb a bike is worth top dollar less the cost to bring it up to 100 points. For instance an army scout that is reasonably tidy, with metallic paint, lots of chrome, no speedo and a Volkswagen generator fitted would be worth $16,000 less speedo ($1,000), less generator ($1,000), cost of paint ($2,500), remove chrome and repaint components ($1,000), or $10,500.

What I see a lot are bikes that people have thrown together (paint with pressure pack, incorrect parts grafted on all over, and assembled on the cheap) and who ask top dollar. Occasionally these bikes will sell but are usually unreliable and a huge disappointment to the buyer and usually give the brand a bad name. This type of resto is basically a tidy basket case (60 points) that will need a complete resto to be worth anything. If you are looking to buy a bike, have a good close look over it using a quality reference manual and then ask who built it and particularly who built the power plant. If not someone reputable then budget for a rebuild and price the machine accordingly.

Bobbers and choppers are hard to value and usually only appeal to a smaller number of enthusiasts, although a well-built machine will still bring top dollar. Some bikes are almost impossible to value; rare machines like pee shooters, Princes, Powerpluses or original race bikes appeal to a smaller number of enthusiasts and the value is what someone wants to pay or we can use the recent sale price of a comparable bike as a guide. As a rule of thumb we can value some of the more common machines as follows (using the HD Ultra Classic scale): A late model 100 point chief is worth 110% the value of an Ultra Classic. A 100 point ULH model is worth 110% A 100 point U or UL model is worth 90% to 100% A 100 point WLA is worth 60% to 70% A 100 point Army Scout is worth 60% to 70%

We can also add a little more for machines that have tasteful period correct accessories fitted. Things like an original Chief 4 speed or reverse gearbox fitted to a Chief will add 3 to 4k to its value, a period windsreen another $1,000, correct saddle bags or bubble bags $1,000 to $1,500 and so on.

Sidecars can be valued separately and added to the value of a machine. A correctly restored original Chief or U model chair is currently worth up to $10,000. A well restored Dusting or Goulding chair with all the correct fittings can bring $5,000.

Continued on page 11
August Committee Meeting Minutes
Meeting held on Tuesday 4 August 2014

Venue: Chris’ place

Meeting opened 7.00pm

Attendees: Rob, Wayne, Glen, Jeremy, Mike, Barry, Brian, Chris.

Apologies: Stefan.

Minutes of previous meeting: Minutes of July meeting read. Moved Mike, Seconded Jeremy. Passed.

Business arising from the minutes.

• Lyndon’s name omitted in error from last ride report
• Glen sent an email to club members requesting numbers of bikes on Concessional License. 25 members responded to advise that 66 bikes are on Concessional License some of which are also on other club’s registers.

Correspondence In:

• Commonwealth Bank chequebook
• York Show 6 September. Must stay 9.00am to 4.00pm
• Invoice WA newspapers for Ben Lawrence death notice. $50.
• OAMPS Insurance receipt
• Matters of the Mount leaflet.
• Membership application from John Johnson with $20 nomination fee.
• Penrite Club introductory kit containing product leaflets and stickers etc
• Bindoon Vintage Vehicle Day 14 September.

Correspondence out:

• Payment to OAMPS $855.15
• Payment to CMC affiliation fees $70. EAMC has 150 bikes and 65 members.

Moved Mike, seconded Rob that the correspondence be received. Passed.

Business arising from the correspondence. Nil

Treasurer’s Report:

• $1804.71 CR. $75 cheque to CMC not presented as yet.

• Graham Colvin has not sent in membership dues of $35. Glen to follow up this with him.
• $50 reimbursement to Glen for death notice.
• The 2013/14 Balance sheet is available on request from Jeremy for club members to peruse.

Business arising from the Treasurer’s report: Nil

Moved Mike, seconded Rob that the Treasurer’s report be received. Passed.

Safety Officer’s Report: see elsewhere in magazine.

• Thanks go to Mike for following up on the Karl O’Callahan article which was reprinted in Flatchat.

Ride Coordinator’s Report: See elsewhere Andrew’s last Saddle Up and Calendar of Events.

General Business

• Indian 111 Club ride last weekend was very successful with some club members in attendance on the ride along the coast.
• Mike thanked those members who attended Ben’s funeral. It was appreciated by his family.
• 14 September -Yarloop Steam event -Mike to follow up.
• AGM and events day set for 19 October. Glen has booked West Swan hall and oval.
• General discussion as the inclusion of a return slip with the yearly membership renewal form detailing what bikes each member has on Concessional License so that a register can be kept. The club has a duty to inform Dept. of Infrastructure if a membership lapses. Therefore the rider must forfeit Concessional License if not a financial member.

Please note: all club members are invited to attend Committee meetings.

Meeting closed at 8.25 pm

Next meeting: TUESDAY 2 September at Barry’s place 58 Old York Road, Greenmount

Meetings are held every second Tuesday of the month.
Tech Tips #15

Bike Values (continued from page 9)

Keep in mind these values are ball park and at the end of the day if you are selling a bike it’s worth what someone is willing to pay. But if you are looking to buy a machine then use the guidelines above to get the best machine for your money.

I hope this has been informative and keep in mind this is only the uneducated opinion of a DAM. Keep your knees in the breeze and ride safely.

Regards

Wayne Elezovich  
D.A.M. (dumb ass mechanic), member #2 and Patron

The AGM is on 19 October so please give some thought to the positions you would like to nominate for, or would like to nominate others for. Have a go …

EARLY AMERICAN MOTORCYCLE CLUB

NOMINATION FORM for COMMITTEE MEMBER

To ensure the effective running of the club a committee is required. This committee is comprised of the following positions:

1. President
2. Vice President
3. Secretary
4. Treasurer
5. Editor
6. Events Coordinator
7. Property Officer
8. Safety Officer
9. Webmaster
10. General Committee members.

Please indicate if you wish to nominate yourself or another person for a position.

I_________________________ hereby nominate______________________
for the position of ______________________________ for the committee year 2015.

Signature___________________________   date_____________________

Members are urged to complete this nomination form and send it to the Secretary before the October committee meeting (14 October). You must be a financial member to vote at the AGM.
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