



# FlatChat

## EARLY AMERICAN MOTORCYCLE CLUB

Issue 167

Views of correspondents may not necessarily be those of the club

March 2015

---



*The 2015 Bunbury Two Day Rally team*

This month we have more interesting stories including:

- Bunbury Two Day Rally – page 3
- Saddle Up – page 6
- Ride Calendar – page 7
- Committee Meeting Minutes - 7
- Safety Officer's Report - 9
- Q and A #33 – page 10



*Dedicated to the restoration and use of American made motorcycles manufactured before 1967.*

### Committee

Patron:	Wayne Elezovich
President:	Michael Tolj
Vice President:	Stefan Huessy
Secretary:	Glen McAdam
Treasurer:	Jeremy Bromley
Editor:	Glen McAdam
Events Coordinator:	Andrew Scudds
Scrutineers:	Bill Walton & Wayne Elezovich
Safety Coordinator:	Brian Smallwood
Property Officer:	Chris Gielis
WebMaster:	Michael Tolj

**PO Box 184, Tuart Hill, WA 6939**

Club fees are \$35.00 per annum due 31 December.  
Nomination Fee of \$20.00. Cheques made payable to **Early American Motorcycle Club**

### Foundation members

Alan Anderson, Allan Eaton, Audrey Wood, Bill Walton, Bill White, Bob Green, Dave Bunning, Dave Pearcey, Ed Buegge\*, George Wood, Graeme Davis, Graham Datson, Ian Fitzgerald, Ivor Wigley, Jeremy Bromley, John Griffin, Joseph Brajkovich, Ken Dickman, Linda Forsyth, Matthew Powell, Murray Morell, Norman Lewis, Rod Lewis, Rex McRae, Rod Payze\*, Rolf Jorgensen, Stan Butler\*, Stuart Fyfe, Sue Leitch, Ward Adamson, Wayne Elezovich

\*Deceased

### Life Members

Rod Lewis 2009, Jeremy Bromley 2010, Ivor Wigley, 2011, Geo Wood 2011, Wayne Elezovich 2012, Glen McAdam 2014.

Membership for 2015 is now due \$35 Preferred method is electronic direct deposit to:-  
BSB: 066 100 Account: 1021 0659  
Postal address is above.



## President's Report

Hello EAMC Members.

My head's in a whirl! What a start to the club year. So much has happened in the last couple of weeks.

Three weeks ago we had the annual safety inspection and a great day out it was. Big thanks to Wayne for donating his time and the use of his shed. It was good to see plenty of bikes up the hill. All bikes were inspected and no major issues were encountered. After all the inspections were completed we went for a very pleasant ride around the hills and had a great pie at the Gidgegannup Bakery.

Two weeks ago was the 5<sup>th</sup> Annual Hot Summer Nights put on by the Cranksters Hot Rod Club and yes it was a great night indeed. A night of chrome, horsepower, old leather, muscle cars and few bikes as well. If you have never been I highly recommend this great family based event. The Cranksters put on great show that is growing every year.

One week ago was the 41<sup>st</sup> running of the Indian Harley Club's 2 Day Rally. 17 enthusiastic EAMC members turned a great weekend into a fantastic weekend backed up by a great course and magnificent weather; personally one of the best Two Day rallies that I have ever been on.

Big thanks to the organisers from the IHC for another great event. We will be back next year.

Finally we have the new Red Polo Shirts and didn't they look fantastic. Spotting an EAMC member in the crowd is now even easier in our new classy red polos. At the bargain price of only \$32.50 no wardrobe will be complete without one. If you want one send me an email and we can post one out to you for a modest cost or you can collect at our next event.

Ride Safe, Play Safe and see you out there.

Mike  
President EAMC  
[earlyamericanmc@gmail.com](mailto:earlyamericanmc@gmail.com)

## A message from the Patron

Hi Ladies and Gents

I've just come back from the Bunbury Two Day Rally, and it was two days of some of the best riding I've had in a very long time.

I would like to thank all of the participants, and I think there were about 200, but in particular our members who made it a very memorable weekend for me.

A very big thanks goes to the Indian / Harley club who again set the standard for all other events throughout the year. This year they put together a route that was almost perfect for us and our old bikes, with big long hauls, lots of nice long easy twisties, fantastic scenery and perfect weather.

Thanks again guys it was the best one ever.  
Wayne

Early American Motorcycle Club

# Bunbury Two Day Rally

by Brian

Congratulations and a hearty thank you to the Indian Harley Club Bunbury Inc.

What a smooth well run easy to fit into event; this year coinciding with a weekend of truly excellent weather. Well done to all the club members and friends. They certainly put in the effort.

If you're one of the lucky ones from the EAMC club who made the trip south then you know what we are talking about. If not then give it serious thought for next year.



*Graham and his recently restored 1917 Powerplus board track racer.*

It's hard to know where to start with an event report but let's just say that the theme and plan for our group was based around a couple of beers or maybe three and then early to bed say 8.00pm so that we were prepped and pumped for the following morning. What a plan! As it turned out, of course, it became "What plan"?? Pinjarra Bakery was the meeting point for the early starters on the Friday morning. Giddays were said, pies and coffee dealt with whilst a few lies were exchanged - just to start the weekend off in style. Setting up camp at the Bunbury site was a doddle once an errant ute was moved from beside Norm's bedroom and soon feet were up and the relaxing began.



*I kinda like this.*

Toljic had organized some new red polo club shirts and damn fine they turned out to be even if they don't have a pocket for the old blokes' glasses. The bikes, all lined up, set the theme and staked our claim so to speak.



*Strategic planning meeting*

Andrew copped some stick, and rightly so, for rocking up in a nice looking Beemer (X5) with tow bar to boot: too flash for a promising stunt rider but then again maybe not. More about the stunt rider bit later on. Two bikes from the Elezovich clan saw Wayne's brother, Paul, along for the run.



*Paul Elezovich just loved the Bobber*

The chiefs of Shane and Bruce are both stand out units and thankfully Mathew rocked up with his HD to break the almost totally Indian group. Said "Giddy whadya reckon" to Norm and he said "Hmmmmm"



*Checkup time*

Saturday dawning was peaceful and the day continued in the same way. The event started according to plan and the morning ride took us to Balingup for a lunch break.

Easy riding so far and great excellent scenery and roads and no issues with bikes or riders. Too good to be true you say and dang me if the bumps and rough sections of road from Balingup to Nannup certainly got our attention. A dislodged bag of family jewels is not the thing to sit on when the going gets tough. Press on and toughen up sunshine was the call.



*I love bumpy roads.*

Back at camp and all in one piece saw even the promising stunt rider Scuddsie regain an upright composure after a spectacular entrance to the camp site. Bigger. I missed the action and only saw the dust and the aftermath.



*Andrew after his tumble*



*Likely lads.*

It was a pleasant evening and good company that Saturday night that included the Walton gang and a few others from the dark side. Paul Ennis arrived for the social activities and was also in good form.



*Paul joined us on last year's Albany Ride.*

The Sunday run out through Ferguson Valley saw us rounding up some of the serious rally contenders until we needed to stop to sort out an electrical issue on the Chris/Mike bobber. This took a while so we saw most of the field go by and there was some very nice machinery that's for sure. On the road again with a bobber good to go saw one smooth riding group start rounding them up again.



*Sluggish early morning.*

A fast trouble free run back to rally base was the best way to round off the morning and it felt good to see the boys have a fang.

Much laughter and relaxing combined with a dash of adrenalin makes for a good weekend. You all should try it.

Cheers but only two beers.

Pop



*Ready to go day two.*



*Rex and his Bobber.*



*Bill's Pan had a mishap. Electronic ignition perhaps?*



*Harleys and Indians*

As usual, people often arrange to travel down on the Friday either through good organisation, of helping the wife at home for months before (to clock up those brownie points), or by simply ringing in sick for that day. Whichever way works for you is all good. When you get to the Bunbury clubrooms by early Friday afternoon, the place is buzzing with bikes being unloaded, caravans being positioned, tent being unfolded, new restorations being admired and many old motorcycling friends exchanging warm greetings.



*Greg brought along his Knucklehead.*

## Bunbury Two Day Rally

By Rob

Well the Indian Harley Club Two day Rally has been and gone for another year, and as always, wasn't it an excellent event. More lovely scenery, more roads we've never been on, lots of bikes to see, lots of old friends to catch up with. Fantastic! Those who went had a great time and those who didn't, missed out on the best events on the WA old bike calendar.

The anticipation of the event starts months out and progressively increases as the date gets closer. Invariably, last minute prep is done to the bike, things are packed, accommodation sorted and riding friends contacted and confirmed. Some take this prep to a new level with one club member managing to pull the engine of his Panhead engine completely apart with only 10 days to go and still managed to get it together and running ready for the event.

Many people set up in their usual spots with the swamp people setting up around the back, the Waltons, and Glen and Greg setting up along the fence so they capture the full roar of the traffic going by. Friday night as usual involved a few drinks, some ribbing and lots of laughs.



*Bill's U model is always reliable.*

As the evening wears on, and those few drinks become a few more, some people start doing a little fox trot as they meander to and from other camp sites, sometime intentionally and sometimes by accident.



*Billy always enjoys himself.*

On the Saturday all 183 bikes were lined up and riders readied themselves. At our designated time we each took off to see more of the South West and occasionally, even if by accident, travel at our designated speed. As usual we criss-crossed the area and saw some beautiful countryside, rode lots of quiet road and went on many roads we have never been on before. Lunch at Balingup, followed by a ride to Nannup (how good is that bit of road), then a small deviation around the Nannup check point (a lot of us missed it), then off into the back blocks north east of Kirup, then somehow through Donnybrook and back to Bunbury. We did some riding, some chatting and some admiring of the vast and varied scenery on quiet country roads. I think the mix of turns, straight stretches (where you don't need to study the route sheet), the reduced number of check points (one less for some of us) and the spacing between stops was perfect for many of us.



*Matthew, Bruce and Mike discussing strategies.*

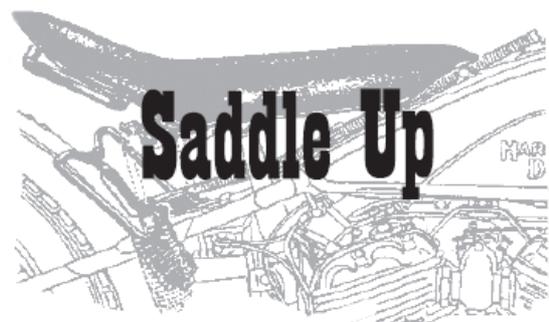
Sunday was more of the same with a wonderful ride up through the Ferguson Valley, past Gnomesville, through Donnybrook for a stop, then to Capel and somehow back through Boyanup to the finish line. More fantastic scenery and quiet roads. I broke down briefly in the Ferguson Valley, and after a quick change of battery was off again. And what a beautiful spot it was for a breakdown – lake, cows, valley views, shady trees ... glorious.



*Rob's 1944 U model Harley with daughter Janelle as passenger.*

While travelling around I had time to think about the huge effort the IHC make each year to make sure everything goes well; it is truly amazing. I really appreciate every single person involved from planning the route, doing the food and drinks, standing on a street corner directing riders, to the check point people. Everyone chips in and makes it an excellent experience for every rider. Maybe some time in the future, as a gesture of appreciation, we could as a club offer to forego riding competitively (?) in the event and volunteer to be check point marshals so that more of their club members can participate. Just a thought.

I hope the IHC keep up the fantastic work and continue to make the Two Day one of the very best old bike events.



### **Saddle Up March 2015**

It is with some regret we see March come and go, as this is one of our favourite months at the EAMC, the month of the "Bunbury Two day". Yes, again we found a very pleasing contingent of EAMC members attend the annual two day rally, some serious contenders while others just there to ride. Either way, Bunbury offers something wonderful for all bikers and this year was no exception.

Once again a rather extravagant camp environment was created with plenty of room for relaxing, eating, storytelling (lots of stories were told) and the occasional "fizzy". I organised with the IHC to group our departure times again, this year we had 16 in that group, even split Indian/HD. The results (sent out by Glen) saw Graeme Datson on his Scout with the lowest points score of the EAMC, followed by Bill Walton and Chris Gielis – well done gents.

	#	Surname	Name	Bike	Points
1	174	Datson	Graham	IND	30.26
2	87	Walton	Bill	HAR	38.06
3	72	Gielis	Chris	IND	46.57
4	85	Chrystall	Bruce	IND	47.53
5	73	Tolj	Michael	IND	48.78
6	94	Scudds	Andrew	IND	48.93
7	93	Paton	Shayne	IND	52.14
8	80	Powell	Matthew	HAR	65.39
9	53	Walton	Wayne	HAR	67.89
10	92	Elezovich	Wayne	IND	70.05
11	99	Hamilton	Greg	HAR	70.13
12	79	Smallwood	Brian	IND	76.58
?	12	Hammond	Graeme	IND	#N/A
?	88	Walton	William	HAR	#N/A
?	90	Joyce	Lyndon	HAR	#N/A
?	95	Johnson	John	HAR	#N/A
?	100	Veitch	Rob	HAR	#N/A
?	104	McAdam	Glen	HAR	#N/A

Thank you to all who attended the weekend. I think it was easily the best route ever in the last 10 years, seeing more open roads with less checkpoints and traffic. Well done to the Bunbury IHC and thank you very much once again for your hospitality. We look forward to next year's event as it is clearly a favourite among many.

Looking ahead, Stefan has organised an overnighter at his place in York for April's run. For those definitely staying the night, please contact Stefan for catering purposes and out of courtesy please. For those wishing to ride up and back, I will happily lead the run back as I have family commitments later that day. Thanks to Stefan and Regina ahead of time for their hospitality in sharing the house.

May will be the annual Whitman Park display, which we hope will gain the input from our members to come and display their bike/s. This is a great event and attracts very large crowds (enthusiasts) that really seem to appreciate the old bikes. Please make the effort as we also do a BBQ brekkie/lunch, coffee/tea and more story telling... Please contact Tolj for more info.

I look forward to seeing you all again soon, take care, be safe and please come along on our planned rides as it's part of owning these old machines; you got to ride em!

REMEMBER - Keep up the maintenance, ride safe and stay upright... (Particularly me! Ha ha) Andrew.



## Ride Calendar

**April 11<sup>th</sup> & 12<sup>th</sup> Stefan's "Adjust the Walves" Overnighter** in York – Meet Sat 11<sup>th</sup> @ Caltex Midvale 10am, lunch in Toodyay, across to York via Spencer's Brook. BBQ dinner overnighter at Stefan's with optional ride Sunday TBA. For further information and RSVP (by Wednesday 8th April) contact **Stefan on 0409 102 044** or [regstef2@gmail.com](mailto:regstef2@gmail.com)

**May 3<sup>rd</sup> Whitman Park Classic Car Show** – meet at entrance off Marshall Road from 7.30am. Mike will have entry Tickets. Our club needs to supply one road marshal (volunteers contact Mike). Organizer **Mike Tolj**

**June 21<sup>st</sup>** – Andrew's "Random run" – Details TBA

### Other Events

**19 April** - Cranksters Drag day at Motorplex - Our club has been invited to participate in the old bike category. More details, contact Mike Tolj

**9 May** - Arthur Grady Event in Fremantle  
More details, contact Mike Tolj

Suggestion for an overnighter at Wright's Bridge camp site Balingup - date TBA. More details, contact Mike Tolj



## Committee Meeting Minutes February

Meeting held on 21 February 2015

**Venue:** Wayne's place

**Meeting opened** 11.30am

**Attendees:** Wayne, Glen, Tim, Mike, John Johnson, Stefan, Chris

**Apologies:** Andrew, Jeremy, Tanya, Bruce, Brian.

**Minutes of previous meeting:** Minutes of December meeting read.

Moved Mike, Seconded Wayne. Passed.

**Business arising from the minutes.**

Nil

**Correspondence In:**

Membership dues from Jason and Dick Mizerski; Albany Vintage and Classic magazine; Matters of the Mount leaflet; Indian Ink for February.

**Correspondence out:**

Nil.

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

**Business arising from the correspondence**

Nil

**Treasurer's Report:**

\$3471.61 CR. Glen to contact those who were members last year but have not renewed.

**Business arising from the Treasurer's report:**

A reminder that if fees are not received by the end of the year then you are unfinancial and are not eligible for concessional licensing. Use electronic transfer please. Moved Chris, seconded Wayne that the Treasurer's report be received. Passed.

**Safety Officer's Report:**

Ride safely; don't speed.

**Ride Coordinator's Report:**

The Bunbury Two day event has about 17 members entering which is the highest yet. Other dates were discussed including Stefan proposal that he do an overnighter to Quindanning 11/12 April. Contact him if interested. See the calendar of events.

**General Business**

Mike will go ahead in purchasing some embroidered polo neck shirts.

Moved Mike, seconded Wayne. Passed.

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

**Meeting closed** at 11.50am

**Next meeting:** Glen's place

1 Milford Place Nollamara 0438229957



## Committee Meeting Minutes March

Meeting held on 10 March 2015

**Venue:** Glen's place

**Meeting opened** 7.25pm

**Attendees:** Wayne, Glen, Jeremy, Mike, Barry, Stefan, Chris, Greg, Brian.

**Apologies:**

Andrew, Matthew, Rob.

**Minutes of previous meeting:** Minutes of February meeting read. Moved Mike, Seconded Wayne. Passed.

**Business arising from the minutes.**

Stefan's ride is now an overnighter at his place. Meet Caltex Midvale 10am for a ride to York or Beverley for lunch then on to his place. 11/12 April.

**Correspondence In:**

Northam Festival of Speed 28/29 March; Council of Motoring Clubs March minutes; Green paper submission by CMC regarding proposed insurance premiums;

Comm. Bank Statement Nov-Feb \$3446.61CR

**Correspondence out:**

Letter of thanks to Bunbury IHC regarding Two Day Rally.

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

**Business arising from the correspondence**

General discussion and agreement with CMC position on registration. Green paper previously emailed to all members.

**Treasurer's Report:**

\$2252.16 CR. Presented at this meeting account to Universal Menswear \$1449.45 for shirts; Postage recoup to Glen \$54.70; reimburse Mike \$66 for club logo embroidery. Handed to Jeremy \$447 for shirts More members have paid fees online. Fees received from Hamish, Steve Astle and Graham H. Moved Chris Seconded Brian that the treasurer's report be received. Passed

**Business arising from the Treasurer's report:**

Many polo shirts have been paid for 9\$447.50) and distributed at Bunbury. Caps are available.

### Safety Officer's Report:

It was gratifying to see that members at the Two Day were clad sensibly and that when on the side of the road they were well off the road. This demonstrates that members are safety conscious.

### Ride Coordinator's Report:

Andrew was not present but there was general discussion of past and future events.

The Bunbury Two day event was the best yet. All members said that the routes over the two days were very interesting and pleasant.

- **11/12 April Stefan's** new proposal that he do an **overnighter** to his place. Meet Caltex Midvale 10am for a ride via Toodyay for lunch then back to his place overnight. Possible museum visit and ride on the Sunday morning. Contact him ASAP if interested. See the calendar of events.
- **19 April Cranksters Drag day** at Motorplex. Contact Mike if you are interested. Our club has been invited to participate in the old bike category.
- **3 May Whiteman Park Classic car Show.** Arrive via entrance off Marshall Road from 7.30am. Mike will have entry Tickets. Our club needs to supply one road marshal.
- **9 May Arthur Grady Event in Fremantle.**
- June or July (undecided date) suggestion by Mike for an overnigher at **Wright's Bridge camp site Balingup.**  
<http://balinguptourism.com.au/accommodation/wrights-bridge-campsite/>

### General Business

- Greg ask if it was appropriate to have mid week rides at short notice. Would they be club sanctioned? Answer is yes provided advance notice is given to the President. A list of participants would need to be kept. Greg to receive a membership list.
- General discussion concerning trying to update a register of concessionally licensed bikes.
- VMCC will invite this club to participate in their Busselton Two Day event as well as in their pre 31 rides. VMCC may return to Whiteman Park.

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

**Meeting closed** at 8.35pm

**Next meeting:** Jeremy's place 44 Hinkler Road Kalamunda 0401990117



## Safety to the fore

What's there that we can say about safety when it all seems to be going pretty smoothly. Just keep it up I guess.

The Bunbury weekend was a great example of how our club appears to have adopted a healthy approach to making our riding and the general road-craft and roadside stops about as safe as it all can be in this world of constant challenges. I particularly liked the way on a few occasions one or two of our group were looking out for their mates and suggesting to pull further off the road or watch out for the loose gravel or soft sand. Good advice for sure and definitely accepted with the right attitude.

One instance of things going wrong was brought to our attention when it seems that Greg's idling Chief, all on its own, fell over off to the right hand side and extremely bad karma saw it damage one of Bill Walton's immaculate Harleys. We can only imagine Bill's dismay as he takes so much pride in his Harley collection. I can also emphathise with Greg, as he must have been equally upset as Bill. We all hate this sort of thing happening. I guess the safety aspect (lesson) here is.

1. No one got hurt. That's good.
2. We need to make sure there is enough space between bikes.
3. We need to be on the ball and make people aware if we see any situation such as this just waiting to happen.

There is probably no need to flog the point, as I am sure that we are all doing exactly this. Regardless let's all keep the focus just the same.



Maybe nothing to do with motorcycling but I am sure you get the message.  
Hang it out there sunshine.  
Brian.

[Early American Motorcycle Club](#)



## Q&A 33 Performance:

### Bore, Stroking and Compression

Hello folk

This is the Q&A section with ramblings from our resident dumb ass mechanic. All answers given are just an uneducated opinion and should be taken on board at your discretion.

Q: I want to make the WLA a bit more fun to ride. How do I get a little more get up and go out of the lazy old thing. I can get a set of performance cams for it pretty cheap. Will that do the trick?

A: Hot rodding old bikes is tricky and our old girls are no exception. When we consider making more power we need to look at the engine configuration and basically we can make power in a couple of ways. To get lots of torque (low down pulling power) we use a long stroke but this seriously limits rpm. Or we can have a shorter stroke and a larger bore size, this gives us rpm and the bigger bore gives us more power but it will lose a bit of torque.

Rpm gives the bike flexibility through the gears, but torque (long stroke) gives us pulling power, so ideally we want some of both. In our old bikes we can't do much about bore size but we can increase stroke a bit. The WLA has a fairly long stroke as it is and that gives it pulling power but it's not so long that it won't rev and a WLA should easily rev to about 5000 rpm. We can increase the stroke but we will lose a bit of rpm and flexibility.

So with a reasonably long stroke your bike will have torque or pulling power, plus it will rev quite well. We can't do much about bore size so we need to look at other areas. Old side valve engines have a few design issues that make them unique and difficult to get big horse power out of. Inherently side valves have low compression ratios and because of the placing of the valves it's difficult to raise the ratio above 7 to 1, which is very low compared to the 11 to one that most modern bikes run.

Compression ratios in basic terms is the amount we can squeeze the air fuel mix before we ignite it, so 7 to 1 means we are compressing the fuel air mix 7 times higher than atmospheric pressure. This compressing increases the temperature of the air fuel mix and helps with a hotter burn and more expansion on the power stroke. Put simply the more compression we have the

more efficient the engine will run, to a point. Anything above about 11 to 1 and the cylinder temps may get so high that the fuel mix self ignites.

Most modern cars run about 8.5 up to about 9.5 to 1 compression ratios. Side valves have a huge area above the piston that extends over the valves that we simply can't compress and this itself limits achievable horsepower in our machines. 7.5 to 1 is about the best we can possibly get from a side valve. This is the ratio of the old KR 750 Harleys which to date have been about the most efficient side valves built.

Unfortunately the WLA has a ratio of 4.5 to 1 which is very low and this definitely limits H/P dramatically. To show the effect of this compression ratio verses horsepower let's look at a WLA verses my stroker 741 Scout. Both the Scout and WLA have the same bore size and stroke, both have the same size inlet and exhaust valves, both have the same sized Linkert (carb) and intake manifold. Both bikes run relatively mild valve timing (cams) and similar final drive ratios, so basically we are comparing apples with apples. The WLA with its unusual cylinder head design has around 4.5 to 1 compression while the Scout with its Ricardo design head runs about 7 to one. The only difference is the cylinder head design, and the Scout has almost twice the power.

The WLA engines when built correctly are pretty good, the barrels and bottom end are strong, so upping the performance won't affect the reliability at all. Stroking and a set of performance cams is probably the best bet for getting more grunt and there are a few people on the net selling quality stroker flywheels at a reasonable price. This would give us bigger displacement with the longer stroke and because we are stuffing more air into the same cylinder head the cylinder pressure (compression ratio) would also be higher, making for a better, more efficient burn.

Because of the relatively long barrels a WLA will handle a pretty big increase in stroke with no detrimental effects. I've seen 1000 cc WLA's that run very nicely and are still very rideable. The problem with this route is it means an engine rebuild - which ain't cheap. The easiest area you could try is the combustion chamber in the cylinder head,

Harley made the WLA very low compression (4.5 to 1) for longevity and they did this by leaving a huge open area in the head above the piston and valves. Their idea was that the gasses would flow into and out of the cylinder smoothly, which they did. The problem is that low compression also means low cylinder temperature (which will not make much power) and also harder starting. Ideally we need a compromise between compression and flow. As much compression as we can get for higher cylinder temps but also nice smooth flow lines for the inlet and exhaust gasses

I know this sounds drastic but welding up the cylinder head squish area to get rid of the huge space above the piston (at TDC) and then profiling around the valves would also make a huge h/p increase. This of course is a

job best left to someone who knows a bit about side valve performance mods, or at the very least you should have a long hard talk to one of these guys before trying this.

Hope this helps a bit.

Q: I've been told that a 741 with a bigger bore and bigger valves will go much better. The guy I was talking to also said he ran a Chief carb with an adapter to get better performance. Are there any other tricks you can suggest that will help it go better; perhaps a set of lumpy cams?

A: Looks like this is going to be purely a performance Q and A this month. To start with I don't want to sound negative here mate, but wow what a load of rubbish this guy has spun you. He is contradicting a heap of basic mechanical principles.

A 741 has a small bore and a short stroke, a short stroke means it will rev o/k but the lack of cubes and low compression ratio (see above) means low power. Yes boring it out to 600 cc will give you a small amount of power gain but probably not overly noticeable.

Bigger valves will only help if you are moving lots of air in and out of the cylinder, so again with a small increase in capacity bigger valves will probably not make much difference either. In fact if you go too big on valve size you may lose power due to slowing down the air fuel mix speed coming into the cylinder.

Fitting a Chief carb to a standard 741 is up there with the motorcycle exhaust pipe face warmer for dumb ideas. Again the air speed through the carb will be too

slow to get a good air fuel mix and you will lose lots of power; in fact I seriously doubt it would idle.

In short bigger bore (going from 500cc to 600cc) will help a little, and once you've done this the bike should climb hills better, but don't expect huge power gains.

To get any noticeable gains in power in a 741 you need to increase capacity (stroke it), this will increase capacity and cylinder pressure for a much better and more efficient burn (and lots more power).

In a 741 I like to run early sportster or WL flywheels for a longer stroke, the capacity goes up to 750, the compression ratio goes up and the horsepower almost triples, and it's easier to start. The only drawback is the cost and the fact that you will have to rebuild the engine.

If you would like advice on any maintenance or club related issue, feel free to drop us a line or call the me or Glen (See the front of the mag for contact details).

Keep the maintenance up, the rubber side down and ride safely

Regards

Wayne Elezovich D.A.M. (dumb ass mechanic)  
Patron



## NEW CLUB POLO SHIRT

They are the same cost as our ordinary style t-shirts. The embroidered logo is the same logo from our current hats and is 50% larger.

Shirts work out at \$32.50 each and are made from DriWear.

They are pretty stylish combining all of our club colours in one great shirt.

Advise Mike asap if you want one so an order can be placed.

**Your bike. Your bike club.  
Share your passion  
with Shannons.**



**SHARE THE PASSION**

That's why Shannons have Bike, Motor and Home Insurance for the real enthusiasts, club members just like you. Our Motor Insurance policy offers all the features you want:

- Agreed value • Choice of repairer • Pay by the month premiums • Lifetime guarantee on repairs
- Special low usage rates • Riding Gear cover • Multi vehicle discount

Add Shannons Home & Contents Insurance and receive a 10% Multi-Policy discount with \$10,000 worth of Enthusiast cover included. So call Shannons today on 13 45 45 for a quote and talk to an enthusiast just like you.

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 45 45 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Limited is an authorised representative of Australia Motor Insurance Company Limited. Licence # 943666. 100% in the Motor Insurance Sector by way of 13 45 45.

**NOSTALGIA**  
PERTH  
**Motorplex**  
KWINANA BEACH AUSTRALIA

**SUN 19TH** **APRIL 2015**

**NOSTALGIA DRAG RACING**  
**VINTAGE DIRT TRACK DISPLAYS**  
**AUTOMOTIVE SWAP MEET**  
**SHOW AND SHINE**

**AUTOMOTIVE MOTORCYCLE AND PERFORMANCE SWAP MEET 8 - 11am | RUN BY CRANKSTERS AT MOTORPLEX** **NO Bric-a-Brac!**

**NOSTALGIA DRAGS ENTRANTS FROM 8am | SCRUTINEERING RACING FROM 11am - 5pm**

**DIRT TRACK ACTION DURING THE DAY WITH HOTROD AND VINTAGE SPEEDWAY VEHICLES GIVING DRIVING DISPLAYS ON THE SPEEDWAY TRACK**