



# FlatChat

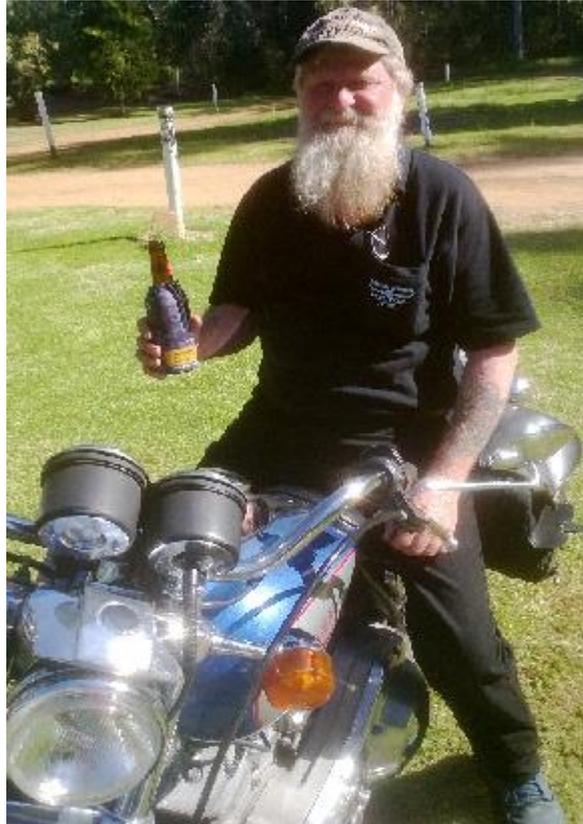
## EARLY AMERICAN MOTORCYCLE CLUB

Issue 164

Views of correspondents may not necessarily be those of the club

November 2014

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*New member Bruce Johnson from Bunbury. He joined us for the Albany ride.*

**This month we have more interesting stories including:**

- **Albany and Beyond Tour – page 3**
- **Jurien Ride – page 7**
- **Committee Meeting Minutes – page 8**
- **Saddle Up – page 8**
- **Ride Calendar – page 9**
- **Feature article – Indian 841 – 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
Web Master:	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 by electronic direct deposit  
to:-

BSB: 066 100 Account: 1021 0659  
Postal address is above.



## **President's Report**

G'day Members

Well another month has passed and another great ride has been had. For all of our members that took part in this year's Albany Ride and Classic Hill Climb I say well done and I'm sure that you all had a great time. Those that missed out, well there is always next year. Following on from the Wogs on Tour, this year's ride was just as exciting and memorable for many things but especially for the great ride choices that were undertaken each day. Well done Wayne and Andrew for all the work that you put in.

This month the MRAWA is conducting Motorcycle Safety Week and with the coming of the Christmas silly season I ask all members to take extra care when out riding or driving. There have been enough motorcycle fatalities on WA roads this year and we all need to take a few extra minutes to look out for one another.

At our last meeting it was discussed that the Crankster's Hot Rod Club annual Hot Summer Night's event had been put on hold due to ongoing negotiations with the venue. They have now found a new venue and the event is back on again on 28<sup>th</sup> February 2014. Check out their Facebook page.

In fact you should check out the EAMC Facebook page as well as we are slowly building our followers. You can follow this link or you can follow the link from our EAMC webpage

I am looking forward to some time off during the Christmas period; this year has certainly been a challenge for me. I'll be having a break and spending some time with family and friends but also getting my bikes sorted for the new year.

'til next month.

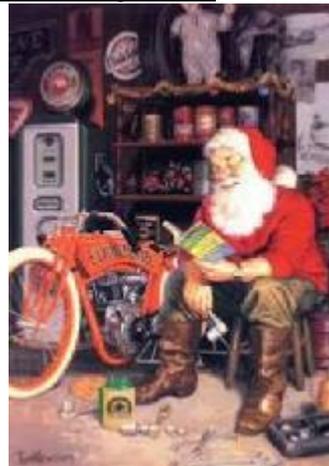
Stay safe, stay upright and enjoy life every day.

Regards

Toljy

President EAMC

[earlyamericanmc@gmail.com](mailto:earlyamericanmc@gmail.com) 0488 065 778



To all the members, their families, friends and supporters of the Early American Motorcycle Club we wish you all a very Merry Christmas and a very happy and prosperous New Year.



# Ride Report

## 2014 'To Albany and beyond Tour' Pt 1

(text by Wayne with contributions from Andrew)

In 2013 we ran the Old Wog's on tour run through the south west to celebrate Mick Tolj and my 50<sup>th</sup> birthdays and even before we finished the run we decided that it should be a yearly thing. It was a lot of fun.

Even before the 2013 run there were a few reservations about whether the bikes were up to such a challenge but the old girls didn't let us down in almost 2500 km: a true testament to the engineering of our old dinosaurs. Good building and maintenance probably helped a little as well.

The planning for the 2014 run was not overly complicated. We decided that we should ride to Albany for the hill climb and then spend a few days riding back through our magnificent south west, camp in swags, drink a little beer and generally have a good time hanging out with good mates. Having just got back from the run I can safely say we accomplished all of the above, possibly drank a little too much beer at times and ate way too well (I put on about 1.5 kg). We had a great time though.

In the days leading up to the 12<sup>th</sup> (start day) Andrew was having reservations about riding his 24 Chief because of tank cracking problems and no suspension for a full week, so we decided my freshly built 48 Bonneville Chief would be a better match for a long haul. So a bit more fine tuning, some long shake down runs and she looked good to go. The old tart only had 100 mile on the clock but a casual run down to Bunbury should be adequate for a run in.

### Day 1

We planned to head off at about 10am. I think the anticipation probably got to most of the guys and a few of us were ready to leave by about 4.30am (a bit excited) but by the time we packed the trailer with everyone's swags and bags we were just about right on time.

On the go for the first leg to Bunbury were Andrew, Norman, Jimmy, Stefan, Paul and Wayne. In the way of machinery were 3 x 40's Chiefs, 1 BMW, a Harley Ultra and Paul's 200 series Toyota Tractor.

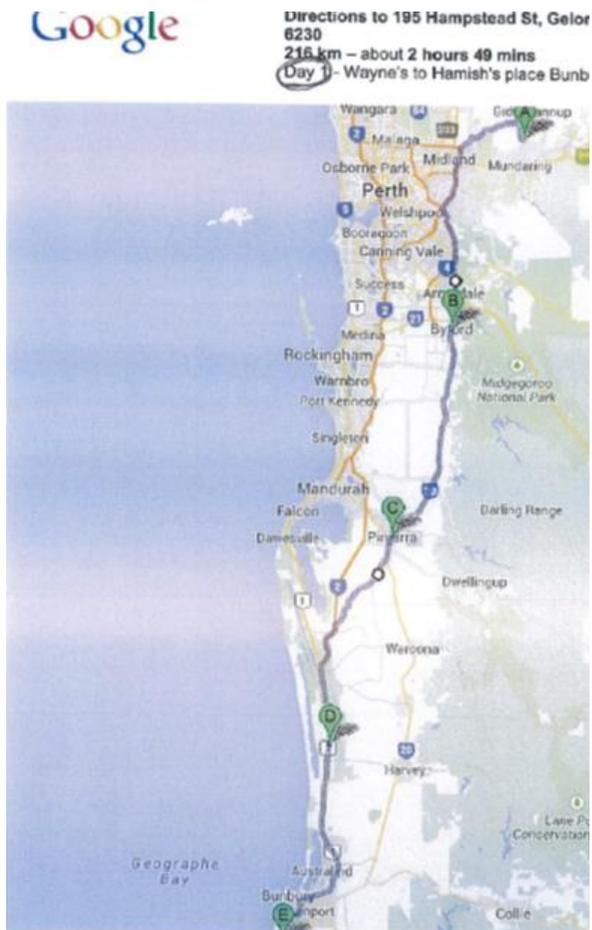
Andrew had spent a couple of weeks sorting the route out (many thanks from all of us) which had us going by way of Toodyay Road, Roe Highway, dog leg through Maida Vale (to miss road works), back onto Tonkin H/way and onto the South West highway to Pinjarra, then cutting across to the old Bunbury road for the last leg into Bunbury to Hamish's. We managed about 45 minutes of riding before old age and old bladders (and 10 cups of coffee) brought us to a stop at Byford. Standing around drinking coffee all morning probably had a lot to do with it but it was good to stop and stretch a bit. The next leg brought us to Pinjarra and a stop at one of everyone's favorite bakeries for pastry and more coffee (probably didn't need it).



Andrew and Wayne in Pinjarra with Bonnie Blue and black beauty in the background.

Usually we try and keep off the highways as much as possible but with all of the Chiefs running tall gearing we were keeping up with the traffic quite nicely and the 48 was still getting a nice easy run in.

From Pinjarra we headed down the old Bunbury road (nice ride) and with the Chiefs running on fumes we stopped at Settlers road house for a gas up. By this time the 48 was running a bit hairy, so we took some time out and gave the old girl a carby tweak in the car park and we were good to go again.



After Settlers the skies were getting dark and stormy and we all contemplated pulling on the wets. However it was only a half hour run to Hamish's house down the highway so we decided what the heck we'll outrun it. We dropped into a servo on the outskirts of Bunbury and topped off the tanks for the day two ride and the rain started, not heavy, just enough to annoy. Then with Andrew leading us in using the newly fitted GPS and charging unit on Bonnie Blue we weaved our way through Bunbury to Hamish's place.



*Hamish's Shed – Glen's Harley and 5 Chiefs, Paul's back up tractor and trailer.*

Hamish has a very nice place with a huge, well organized shed, clean concrete floor with bitumen out the front. There was definitely some shed envy happening. Glen and Roger arrived at about 6pm and joined us for dinner and drinks.

Hamish deserves a huge thank you for his hospitality as not only did he invite us into his home and allow us the use of his nice soft concrete to sleep on, he also organized catering.

**Day 2** - Bunbury to Broomehill (text by Wayne. From Kojonup onwards text by Andrew).

I was up at about 6am and the day looked great, nice and cool, with not a cloud in the sky. Even the weather report looked ok; it was going to be a great day, so we thought.

It took us a while to get our act together and it was evident pretty early that 12 swags, fold up chairs and luggage was not going to fit in my 7x4 trailer, so we unloaded what we had and loaded it all into Hamish's go-cart racing trailer. This trailer was perfect. It turned out to be big enough to fit two bikes and all of our gear (shed envy and trailer envy).

We had two more riders to pick up on the way out of Bunbury at Boyanup, so most of us headed off to find a coffee while Hamish and Paul (our very patient backup driver) found Paul (another one), Bruce and their luggage. Then they all joined us for a bevy and a chat.

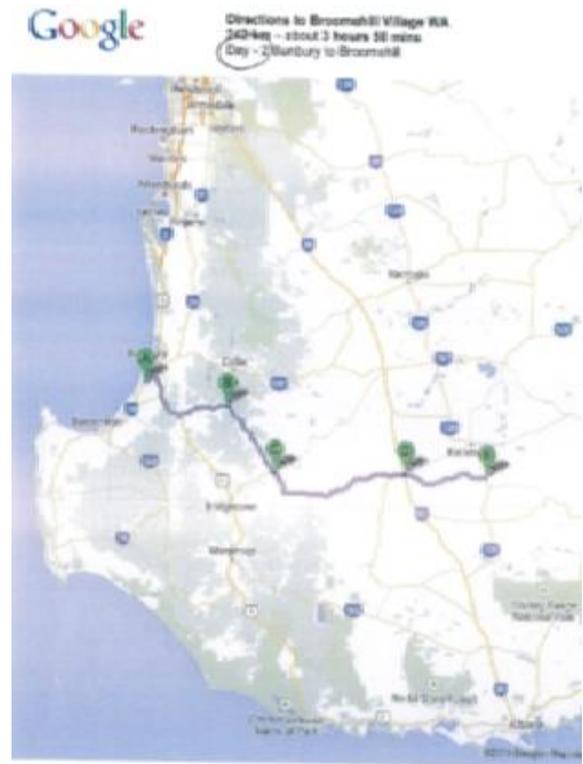


*Meeting up with Paul and Bruce at Boyanup.*

About an hour down the road I looked behind me and we were three bikes short, no BMW, no Ultra and short one Chief. We turned back and came across the whole bunch plus Paul in the backup on the side of the road with Norman checking out the Chief. Diagnosis was "coil fubar". Luckily I had a new one packed in my travel spares. I started changing it and the rain started again; got to love that. Changed the coil, still raining, finally got the bike going and everyone saddled up and it kept raining all the way to Kojonup and by this time everyone was wet. On the up side none of the bikes cared; the old girls didn't miss a beat and they just loved the cool weather. They were all loping along happily at about 55mph with a sweet burble coming out the exhaust. I was quite happy sitting behind my windscreen on old blue (who's a gay boy now chaps?) with just a little damp on my knees. Loved it.



*Roadside repairs in the rain*



We rolled into Kojonup enjoying a bit of a break from the rain, motored through town and up the hill to the Gull servo. We kicked the bikes on the stand, began to fuel up only to see Roger splutter his way in with nothing but fumes. He was bone dry. The rest of us on the old bikes were not far behind and enjoyed the thought of having the tanks full again. A second hand shop was spotted back in town on the way through, so naturally the race was on between Hamish and Wayne to get back down the hill to look for treasures. We all followed, deciding the extended break wouldn't hurt, after all, we had all day and were on no specific time line.

Gathering back in the main street on the southern end, the rain returned as a gentle sprinkle. Some chose the street side parking, while Norm, Jim, Glen and I tucked in under an old shop awning just as the skies really opened... the rain was back.



*Fuel stop in Kojanup – Rogers thirsty Chief, Stefan’s tractor and others.*



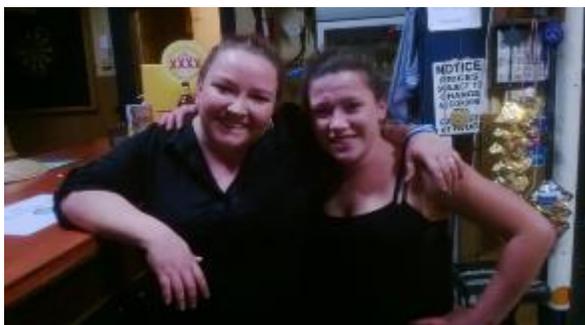
*Broomehill Tavern*

With no obvious bargains to be had, some quite explicit hand gestures form across the street and back again, we suited up in the wets, kicked the bikes into life and headed out east with Broomehill our final destination for the day. Back out on the road, the rain kept on raining as we ate up the bitumen, more dry paddocks passed with less scrub patches between them, trees thinned out further having left the lush green forests back before Boyup Brook. All the bikes were humming along nicely, the rain came and went and before too long the “Welcome to Broomehill” sign popped up followed by the “reduce speed” sign. We throttled off and pulled up at the pub...

**Contribution from Glen:** We were in high spirits and after putting the bikes away in the back yard of the pub and collecting our gear from the trailer we settled into the bar for the evening. Pool was played, yarns were told, dinner was has all being washed down with various beverages. Jim was in fabulous form and had us in stitches as usual. The Irish backpacker barmaid, Foal McGuire, kept us in check but did not seem to appreciate being referred to as a Hobbit later that night.



*Pool Hustlers*



*Tavern owner and Foal McGuire*



*Ready for a new day.*

This article will be continued in future editions.

# Jurien Ride

## 22/23 November

On Saturday 22 Nov three club members (Glen, Rob and Bill) together with Jim, Vicki and friend Swannee did an overnight ride to Jurien. Despite the forecast being a 60% chance of rain, we ventured out to enjoy a ride in the country. Glen, Bill and Rob met at our usual meeting place on Reid Hwy near Wanneroo Rd, and headed off to Ginger's roadhouse in Middle Swan to meet up with Jim & Vicki.

We headed off on Great Easter Hwy to Bindoon to enjoy a big morning tea at the bakery and a chat for an hour or so. Fully fuelled, we headed north on Mogumber Rd towards Moora. There was a brief threat of rain but it passed quickly and we sat back and enjoyed to lovely rolling scenery and quiet road. At Moora we stopped at the Drover's Inne pub and found it crowded with locals. The prices were a bit high (\$17 for a very standard hamburger), so we gave that a miss and just chatted for an hour or so. We put a hamburger on layby for next time. We then headed west past the Moora Hospital and then north west on the Badgingarra Rd – more wheat farm territory and a very quiet stretch of road. Great for riding.

A brief refuel stop at Badgingarra and then we headed on to Jurien Bay. When we arrived at the hotel, Swannie greeted us as he had ridden straight from Mandurah to Jurien. We had a wander to the new jetty and then a few drinks, a big dinner and several more drinks and plenty of laughs. The "stayers" (Rob, Glen and Bill) got a couple of takeaways and headed back to the room just before closing time. We all conked out about half an hour later.

Breakfast was at the café next to the caravan park, before heading over to Ian Boyd's place to admire his Vincent collection – which is always good to see. Ian welcomed us and provided us an insight into the history of several of his bikes and showed us a brand new motor he has purchased (which sits on his kitchen bench) and a used Vincent lifeboat motor he has just acquired. About an hour later we headed off at a leisurely pace, stopped briefly for a leg stretch at Lancelin before getting back into the Perth metro area about 2.00pm. Another good ride, more laughs and good company.

For the technical minded, look it up on Google: [http://en.wikipedia.org/wiki/Vincent\\_lifeboatengine](http://en.wikipedia.org/wiki/Vincent_lifeboatengine)



*Very rare Vincent two stroke lifeboat engine*



*Pretty Vincents all in a row.*



*Part of Ian's collection showing his Offenhauser and V12 Jaguar in the centre aisle.*



*Speedway racer*



# Committee Meeting Minutes

Meeting held on 11 November 2014

**Venue:** Mike's place

**Meeting opened** 7.25pm

**Attendees:** Mike, Wayne, Glen, Andrew, Jeremy, Barry, Brian, Stefan, Matthew.

**Apologies:** Greg, Chris.

**Minutes of previous meeting:** Minutes of AGM meeting taken as read.

Moved Wayne, Seconded Barry. Passed.

## **Business arising from the minutes.**

Informal feedback from the general membership is that the concept of an Inspection day is a good one so it will be included in 2015 calendar of events.

Again, feedback from the general membership shows that there is support for the idea that members should attend at least one ride per year in order to maintain eligibility for Code 404 Concessional License.

## **Correspondence In:**

Leaflet Matters of the Mount; Registration forms for the 2015 Bunbury Two day event are available from the IHC website; Albany Vintage and Classic magazine for Oct.; Registration form for 2015 Whiteman Park Classic Car show; First time registration letter to Rob; Northam Swap meet invitation 15 Feb; Council of Motoring Clubs AGM minutes.

## **Correspondence out:**

Email to Penrite regarding the banner we were promised. Moved Andrew, seconded Mike that the correspondence be received. Passed.

**Business arising from the correspondence.** Nil

## **Treasurer's Report:**

\$2636.61 CR . To date 26 members have paid 2015 fees. \$26 paid for cap for Hamish Cowan.

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

General discussion about the printing of more club tee shirts. Mike to follow up.

Moved Stefan, seconded Wayne that the Treasurer's report be received. Passed.

**Safety Officer's Report:** see elsewhere in magazine.

## **Ride Coordinator's Report:**

Preparations for the ride down south taking in the Albany Hill Climb weekend 16 and 17 November. Other dates were discussed and set including the Inspection Day. See the calendar of events.

## **General Business**

Rod Lewis has kindly donated to the club the following books and manuals:

Vehicle Log Book for WLA army motorcycle; WLA manual 1944; WLA spare parts catalogue; "The Liberators" book; How to restore Your Military H.D.; Operation and Maintenance Manual for WLA; Catalogue from "45" Restoration Company.

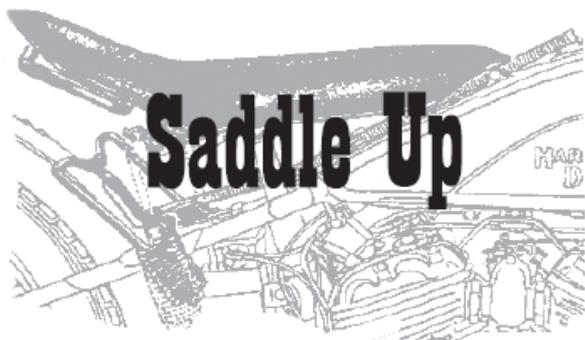
Please note: all club members are invited to attend Committee meetings.

**Meeting closed** at 8.23 pm

**Next meeting:** Matthew's place 51 Railway Parade Upper Swan 0428373337



*Harley Peashooter*



Hello there my fellow bike enthusiasts, reporting in for the second last Saddle Up for 2014 with a month packed full of adventure.

The "Albany and Beyond Tour" was indeed a fantastic adventure, filled with fun, laughter, riding, the usual camaraderie, some great characters and fantastic scenery...did I mention lots of laughter? In total we covered approximately 1400 kms. We had five breakdowns, two resulting in trailer ride home due to being unrepairable (later days of tour). The others were repaired and the bikes continued.

In brief: we left Wayne's Wednesday 12<sup>th</sup> and headed to Bunbury (day 1); Thursday 13<sup>th</sup> was a wet run across to Broome Hill (day 2); Friday 14<sup>th</sup> down to Albany with more rain (day 3); Saturday 15<sup>th</sup> was the bike display in Albany and poker run (day 4); Sunday 16<sup>th</sup> am - Hill climb event then ride across to Denmark (day 5); Monday 17<sup>th</sup> from Denmark across to Walpole via the Valley of the Giants road then onto Quininup (day 6); Tuesday 18<sup>th</sup> back up to Bunbury (day 7); Wednesday 19<sup>th</sup> back to Wayne's; Home again! (day 8). More details in the full write ups in coming issues.

I would like to thank each individual who came along and who contributed to the fun, laughter and support when things didn't go to plan. This was a wonderful event enjoyed by all who attended and contributed. We are already planning next year's tour to be even better... So to those who were unable to make it, please mark it on the calendar as a must for 2015. It's like the Bunbury 2-day, only better because it goes for 8 days!

Some special mentions;

**Paul Ennis** – Thank you very much for the tireless support as "Back up driver", "DJ", "Story teller" and "comedian" (along with his wing man Jimmy)

**Hamish Cowan** – (and family) for providing the base camp at the end of day 1 and 7 along with two of the most delightful meals of the tour, not to mention a tasty home brew and big shed to make us feel at home.

**Norm** – As always, whenever a bike stopped, technical discussions were had or animals were present, Norm was there. He was also very quick in lending his trusty BMW to the unfortunate Hamish whose Chief was retired to the trailer on Day 4.

In summary it was probably one of the best events in that we were riding the bikes we built for what they were built for... and they excelled. I strongly believe that more people with these old American machines need to have faith in their bikes ability, remembering these were primary sources of transport in their day and they would do in a week what we do in a year!

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



## Ride Calendar

### December 14<sup>th</sup> EAMC Christmas Lunch Run –

11.30am Family lunch at **Garvey Park**, Fauntleroy Ave, Ascot. Ride to start at the Puma Garage, cnr Katanning St and Guildford Rd at 8.30am, to finish at Garvey Park to meet the family. BBQ's are on site. BYO food, drinks and picnic blanket. Michael Tolj 0488 065 778

**January 18<sup>th</sup> Wayne's Breakfast Run** – Meet at Caltex Midvale 7.30 sharp to avoid the heat. Will be finished by midday. Wayne 0438 977 741

**February 21<sup>st</sup> & 22<sup>nd</sup> Inspection/Maintenance Day** Wayne is offering the annual bike inspection to include minor mechanical work/supervision. Open shed. Welcome to stay the night in the swag. From 10am Sat to 10am Sun. Wayne 0438 977 741

**March 7<sup>th</sup> and 8<sup>th</sup> Bunbury 2 Day** – Same format as the past years. Will be a convoy heading down on Friday 6<sup>th</sup> to reserve the digs and set up camp. Leaving metro area 9am. Heaps of fun, laughter and probably some riding... Registration forms are now available from the Bunbury Indian Harley website. Wayne 0438 977 741

**April 12<sup>th</sup> Stefan's "Adjust the Walves" Run** – Meet time and place TBA...

**May 3<sup>rd</sup> Whitman Park Classic Car Show** – more details TBA...



**Other Events** February 28<sup>th</sup>  
**Hot Summer Nights-** Lilac Hill  
Park.

## Feature Article

# Indian 841

The Indian 841 was a motorcycle designed by the Indian Motorcycle Manufacturing Co. for desert warfare. It pioneered the drive train configuration later popularized by Moto Guzzi, having a longitudinally mounted air-cooled 90-degree V-twin with shaft drive to the rear wheel.



*Close-up of Indian 841 at the Albany Hill Climb showing girder forks and cylinder layout.*

During World War II, the US Army requested experimental motorcycle designs suitable for desert fighting and offered Indian \$350,000 in exchange for 1,000 shaft-drive, side-valve, twin-cylinder test motorcycles. In response to this request, Indian designed and built the 841 (8 for the new engine design and 41 for the year).

The Indian 841 was heavily inspired by the BMW R71 motorcycle, as was its competitor, the Harley-Davidson XA. However, unlike the XA, the 841 was not a copy of the R71. Although its tubular frame, plunger rear suspension, four speed transmission, foot operated shifter, hand operated clutch and shaft drive were similar to the BMW's, the 841 was different from the BMW in several aspects, most noticeably so with its 90-degree longitudinal-crankshaft V-twin engine and girder fork. Also unlike the R71 and the XA, the 841 used a heel-and-toe shift pedal with heel-operated upshifts and toe-operated down shifts. The bike also had a low compression ratio of 5.1:1, meaning that it could be run on low-octane fuel, crash bars to protect the

cylinders, 18-inch wheels, two separate gas tanks for a total of five gallons of available fuel and newly designed girder forks for better shock absorption. In order to reduce costs, the new V-twin shared several internal components with the existing Indian Sport Scout, resulting in the same bore and stroke of 2.87 in × 3.50 in (73 mm × 89 mm).

The Indian 841 and the Harley-Davidson XA were both tested by the Army, but neither motorcycle was adopted for wider military use. It was determined that the Jeep was more suitable for the roles and missions for which these motorcycles had been intended. The 841 had also been found to have gearbox problems. Surplus 841s were eventually sold from the corporate warehouse in Springfield.

Acknowledgement:

[http://en.wikipedia.org/wiki/Indian\\_841](http://en.wikipedia.org/wiki/Indian_841)





*Indian 841at Barber Vintage Motorsports Museum, Battleground, Birmingham, AL USA*

Manufacturer	Indian Motorcycle Manufacturing Co.
Production	1941–1943 1 056 produced
Class	military
Engine	45 cu. in. (737 cc) 90° air-cooled side-valve V-twin
Bore / stroke	2.87 in × 3.50 in (73 mm × 89 mm)
Top speed	70 mph (113 km/h)
Power	25 bhp
Transmission	Four speed, foot shift; shaft drive
Suspension	Front: Girder fork with coil springs Rear: Plunger-type with coil springs

Brakes	Front and rear: Drum
Weight	528 lbs. (240 kg) (wet)
Fuel capacity	5 gal.
Related	Indian Sport Scout (engine internals)

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Hot Summer Nights 5

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