

EARLY AMERICAN MOTORCYCLE CLUB

Issue 179

Views of correspondents may not necessarily be those of the club

April 2016



Roaring Twenties Ride

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President's Report

Hi ladies and gents.

Well the last couple of weeks have been pretty full on. First the Bunbury Two Day, Nannup Roaring 20's Run, the Rooftop Run, Pops run and next is the Shannons combined car clubs Whiteman Park event. I didn't make all of the runs but the ones I did where fabbo.

The Roaring 20's rally has come and gone and again the VMCC pre 31 section put on a fantastic weekend. It is definitely one of the highlights of my riding calendar. The riding was very scenic as only our south west can be and the company was great.

The Whiteman Park combined car clubs event is always a spectacular show and our new marquee should be here, so come along and display or just drop in for a chat. It's always a great day out.

So after a hectic March event calendar we are now back into our regular riding schedule and with the cooler months ahead and some great rides coming up I hope to see a few more of you folks on rides soon.

Keep the shiny side up.

Wayne
EAMC Patron, President
DAM and member #2
elezresources@bigpond.com

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

Committee

Patron: Wayne Elezovich
President: Wayne Elezovich
Vice President: Rex McCrae
Secretary: Glen McAdam
Treasurer: Jeremy Bromley
Editor: Glen McAdam
Events Coordinator: Chris Geilis
Scrutineers: Bill Walton and Wayne Elezovich
Safety Coordinator: Brian Smallwood
Property Officer: Jim Merkouris Web
Master: Michael Tolj

PO Box 184, Tuart Hill, WA 6939

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, Norm Lewis 2015.

Membership Fees

These are due by 31 December. \$35.00 per annum. Nomination Fee of \$20.00. Cheques made payable to **Early American Motorcycle Club**. Preferred method is electronic direct deposit to:-
Commonwealth bank BSB: 066 100
Account: 1021 0659
Postal address is above.

need one otherwise they won't let you in. Our club needs to supply one road marshal. Park the bikes in the usual location i.e. at the loop road to the west of the food van area. Barbie lunch.

April 30th - Bunbury IHC Pre 48 overnight ride to Quindanning. Contact Hamish for details.

May 15th - National Motoring Heritage Day. Mike will organise a ride possibly with members from another club in recognition of this day. Details will be supplied via email and website.

May 28th - Saturday - Arthur Grady Event at Kings Square Fremantle.

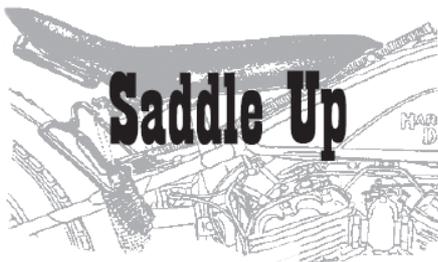
<https://mail.google.com/mail/u/0/#inbox/153e9d767799d942?projector=1>

Other Events (optional)

Any further information will be noted in the ride calendar as events get closer. Check our Facebook page too.

<https://www.facebook.com/EarlyAmericanMotorcycleClub>

Early American Motorcycle Club



It is good to see that members are taking the initiative to participate in events organized by other clubs and groups. The VMCC has events open to us as does the Bunbury Indian Harley Club. Participation in runs and displays enhances the positive reputation of this club. Thanks go to all members who went along to these events. We have the Whiteman Park and the Arthur Grady events coming up so it would be great if members could attend these.

Check the club's Facebook page for videos and updates of events club members have attended.

<https://www.facebook.com/EarlyAmericanMotorcycleClub>

and also The Bike Shed Times

www.bikeshedtimes.com

Regards
Chris.



Ride Calendar

April 17th - Shannon's Classic car Show at Whiteman Park. 9am – 3pm. Arrive via entrance Dulwich Street off Marshall Road from 7.30am. Wayne/ Glen will have entry tickets. You

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Safety Report

Saturday 12 and Sunday 13 March saw our group of members share some time and the roads in the mid-Southwest region over the course of a rather pleasant few days. We owe a huge thank you to the local club at Bunbury and it was good to see they, The Indian Harley Club also focus on promoting the safe riding and road manners of everyone involved.

With our EAMC riders travelling in a group, what showed out to me, was a high degree of common sense in going about each days ride and in coping with the few instances wherein some quick thinking and smart bike handling was needed. Overall an excellent job so a big "Well Done" is in order.

One of the instances that springs to mind was an overshoot by a few from a missed corner which saw some motorcycles going not necessarily in the right direction, but one and all sussed up the situation quickly and it got sorted in a very tidy manner. No dramas.

When you have a couple of hundred motorcycles in an event, some [mostly EAMC] are not sure which way to go as well as running over some pretty rough roads. That bloody Government Road springs to mind for being rough as guts. At times we are crossing major highways, then by windup time it must be a relief to know that everyone was safe and sound. Toss in a party night or two before the ride and it probably is a miracle all survived.

No, not really a miracle, but more like the good planning and attention to detail and the constant reminders to take care and to watch our speed. So congrats to one and all.

With these thoughts in mind I was back in Perth on the Monday riding the Harley towards the city on the Mitchell

Freeway and it was a hot day when a guy in his mid-thirties or so blasted past on a Fat Boy. All traffic lanes were full and there had been plenty of impatient lane changing, tailgating and the like, and it was very hot. So this tool, in a hurry on his Fat Boy is kitted out in, and I am sure you have guessed it, yep, thongs, shorts and tee shirt and of course no gloves. Why he had a helmet on his scone I am buggered if I know. Anyhow he got away with it that time.

The message, as always, is to stay safe and take your time especially when trying a freeway merge with WA's best.

Cheers Pop

In terms of entertainment value you for money, the \$20.00 entrance fee was money well spent. If you are around next year and looking for somewhere different to show your bike or head out for a night out, keep an eye out for the next Ride On Rooftop Show. I will be back for another year for sure.

Toljy.

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Early American Motorcycle Club



Ride On Rooftop Retro Bike Show

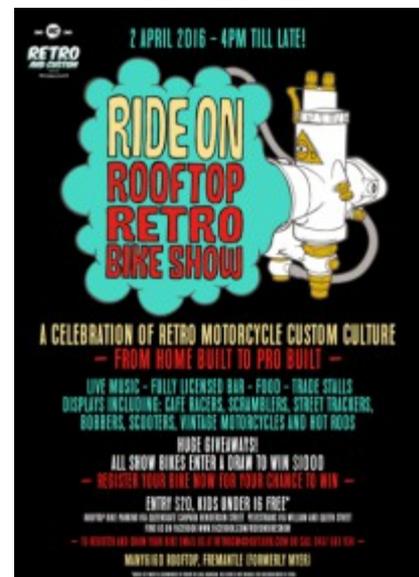
This is a celebration of retro custom motorcycle culture. We don't care if your motorcycle is a professional build or a home project on a limited budget. If you love your retro custom motorbike then we do too. The Ride on Rooftop Bike Show is so much more than just bikes.

Chris, Tim, Phil, Barry, Dave and Mike attended the show this year to display some of the bikes from the Club at this well organised and supported event. This event in its second year at this location and it brings together all sort of great bikes and characters to enjoy the machines and atmosphere. There were bars, food trucks, merchandise and dealer stands. Atmosphere by the bucket loads. We arrived early in the afternoon and the rooftop was a hive of activity with bikes being parked up, dealers setting up their marquees of accessories for motorbikes and trendy tee-shirts.

We trailed our bikes down rather than ride them in like most other exhibitors as the earliest exit was 8:30pm. As it was we ended up staying until after 9:15pm as we were having such a great time.

Whilst the show was in progress we headed down town into Freo for a feed at the Shanghai Markets, knowing that our bikes were safe and being well admired. As the sun disappeared into the ocean out west the show took on an altogether different feeling. The rooftop was well lit by string lights, which gave it a convention centre type feeling 'til you realised that through the twinkling lights you could see the stars and the moon.

Not all of the action was in the main area of the show; a walk around the car park gave access to whole load of custom bikes. There were some pretty special bikes and there were some very interesting characters in attendance.



Tim, Mike and Chris out for dinner.



Chris' 32, Mike's Bobber and Tim's Pan filling the back row.



Soaking up the night atmosphere.



The Cranksters Hot Rod Club supplied the trophies.

Early American Motorcycle Club



All dressed up so bring on the crowds. Mike's Scout Bobber.



That looks interesting.

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Roaring Twenties Ride

Hidy Ho chaps and chapettes.

I just came back from my second annual VMCC Roaring 20's rally and once again I had a huge time.

This run is open to all pre 1931 motorcycles. It is a VMCC rally but they kindly invited us (EAMC) along last year. I was a little apprehensive last year because I hadn't been on a Pre 31 run before.

I always thought it was just for old people but then the guy in my mirror ain't so young anymore so what the heck. You are what you are so roll with it (next it will be a caravan and huge 4 x 4).

Last year was great with good people, good roads great scenery and so I signed up again. This year was spectacular with perfect weather, great roads and breathtaking scenery again.

Jimmy the Greek and I have been doing early morning coffee runs (6am) on my old scouts for most of the year so we knew the bikes were good to go well. Jim was very keen so I offered him my 1928 101 Scout (Linda) for the weekend and I rode my trusty 1926 scout (Debbie).



Linda and Debbie ready to roll.

We headed down to Hamish's place on the Saturday morning and then over to the start point in Boyanup. We made it by 9.00 and the start time was 10.00 so we had time to wander around and check out machinery and have a chat. The governor (Kevin) was there on his perfect Henderson, Roger on his Sloper, there was a Yale, a V twin Matchless (same engine as a Brough SS80) and a V twin Lewis, a couple of brave souls on peddle start (single speed) Nortons and lots of belt drive bikes - it was very cool. By start time there were eight Indians ready to go as well, five 1928 101 scouts and three early scouts, a 23, a 25 and my 26. All up there were forty six pre 31 bikes lined up ready to go.

I apologise for the lack of photos of other brands of machines in my write up but I am a diehard Indian fan so tough luck.

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Club



A line of little Indians

The ride was going to take us from Boyanup to Nannup and back, with an overnighter in Nannup.

The organisers sent the slow machines (slower) out first. These were the veterans (pre 1920), belt drives and two speed machines- again very cool. They bomb along at anywhere from 20 to 50kph so they gave them a half hour head start then sent us out at about 10.30.



Jim and Hamish at the start

We stayed on the main drag for about 2km then on to the back roads and there we stayed doing our mind altering speed of 40 mph 'til we hit Kirup. During most other rallies I've been on, everyone gets food and fuel and stands around talking or bike fixing at these stops but this run was different. Pull up, top up the oil then check the fuel, make sure there isn't too much oil running out of the old girl and then straight to the pub for a steak sandwich and a beer. I like these guys. After a huge steak sambo with chips and one beer we hit the road again.

All of the rain over the last couple of weeks has made the south west start to green up, so we were riding through some very pleasant countryside. I think we rode the Cundinup Road for a while which was very nice. There were a few large patches of gravel which weren't a bother, well not a bother to me and Jim anyway, as a bit of dust just makes our bikes look better.

About 5km out of Nannup and old Debby (26 Scout) popped a head gasket. Bigger, I didn't have one (I will next year) so onto the backup and into town. As I was unloading the old girl one of the other Indian guys wandered over and handed me a new gasket. What a great bunch of people. So we wandered over to Phil's motel room, under the veranda and changed a head gasket. Usually this is a painful job, tanks off and lots of cussing. But on an early 600cc scout it's a breeze, plug out, six 3/8 nuts and the heads off, a quick clean and bolt it back together. Twenty minutes and I was drinking beer; I love the old scouts.



Jim, Kevin and Colin lending a hand.

By this time it's about 3.00 in the arvo and we were at the Nannup pub. It felt like we had put some hard miles down so the beers went down well. Then Hamish told me we had covered a staggering 120km that day. I could have sworn we did 500.

At about 4.30 we saddled up and wandered off to find our accommodation which was aptly named the Blue House. This B&B is on a hill overlooking Nannup so the view is specky and it's only about 150meters from town which is very handy. No one was home so we sorted everything over the phone, parked the bikes, dumped our gear and headed back to the pub for a drink and a feed.

Start time on Sunday was 9.30am so we had a leisurely brekky at the Blue House then wandered down and joined the group again. A quick re-torque of my head gasket and I was good to go. The same rules apply for the Sunday run so the "oldies" headed out first then us at about 10am.



Bright and early.

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Jim and Hamish at the Blackwood hugging (again)

We had an hour break at Balingup and guess what? The 1925 Scout had crapped a head gasket, so I gave the guy a hand to change it out (everyone has spare head gaskets but me), which took, you guessed it, twenty minutes

After Balingup we wandered around some more spectacular back roads on our way back to Boyanup.

The end was at Murray's house in Boyanup where the barbie was going. Cold drinks were in the esky and the prize giving and raffle draw was happening. I think it was about 2.00ish when we all got there. Everyone got a snag on bread and a cold drink and we stood around and chatted.

The score? We rode a total of 250km but it felt like 500, two head gaskets and a couple of oil leaks. Actually the front of the pub where we parked looked like the Exxon Valdese had been past. The winners? The Yale and a J Harley took out best bike (they both deserved it) and the guys on the belt drive Norton's won a "spirit of the event" prize.

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So folks it was a wonderful rally- very well organised, great people and great riding. I highly recommend it if you have a vintage bike.

Regards
Wayne

Early American Motorcycle Club



A lovely Harley



At the pub

The first road we hit was the Nannup to Balingup road which meanders along the Blackwood River. This is by far my favourite road in WA. Following the river under the tree canopy through the forest is just breath taking. At Balingup everyone wanted to turn around and do it again- what a road.



Committee Meeting Minutes

Committee Meeting Minutes
Meeting held on 12 April 2016

Venue: Chris' place
Meeting opened 7.05pm

Attendees: Chris, Glen, Jeremy, Mike, Barry, Rob, Rex, Lyndon.

Apologies:

Wayne, Brian.

Minutes of previous meeting: Minutes of March meeting read. Moved Jeremy, Seconded Barry. Passed.

Business arising from the minutes.

- The marquee might be here by Friday as Wayne paid \$180 for express delivery.
- There were many shirts sold at IHC Bunbury Two day. Jeremy has not received any details of the number sold or funds received from this sale.

Correspondence In:

- Albany Vintage /Heritage magazine April.
- Dept. Commerce newsletter "Associations Update".
- PO Box rental receipt \$121.
- Letter of thanks from IHC. for the Two Day event.
- Waroona Machinery day 18 Sept.
- Arthur Grady event info Sat 28 May.

Correspondence out:

- Letter of thanks to IHC from us.
- Moved Chris, seconded Mike that the correspondence be received. Passed.

Business arising from the correspondence:

Nil

Treasurer's Report:

Opening balance \$1092.65 CR.
\$80 donated to club from Pop's Run.

Moved Barry, Seconded Andrew that the Treasurer's report be received. Passed

Business arising from the Treasurer's report:

- The club passed a motion some time ago not to charge ride fees for every ride. However Brian advertised in advance that a charge of \$5 per person would be donated to the club for this event. It is quite legitimate to do this.

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- Money collected from the sale of items or any other source should be banked as soon as practicable, preferably electronically, by whoever collected it and the Treasurer must be notified. A list of what was sold and who bought what should be given to the Treasurer asap.

- Where possible membership fees should be banked electronically so an accurate record is maintained. The BSB details are published on page two of Flatchat each issue.

Safety Officer's Report: See elsewhere.

Ride Coordinator's Report:

- Thanks are extended to Pop for organising his run and for his initiative in providing breakfast. The ride through the hills was

quite enjoyable. Some participants said that they travelled on roads they had not been on before.

- The Ride on Rooftop event in Fremantle was attended by Mike, Chris. Barry, Phil, Tim and Dave. This was a very successful and enjoyable event.

- The Whiteman Park event is Sunday 17 April. Meet and collect entry tickets at corner of Dulwich and Marshall Roads between 7.30 and 8.00am from Wayne and Glen. Mike will provide tea/coffee and items for a barbie lunch.

General Business

- Mike was authorised by the Committee to spend up to \$100 for items for a barbie lunch at Whitman Park.

- General discussion about the new Dept. of Commerce legislation regarding accountability of Associations. The thrust is on greater transparency and accountability of club processes and procedures. A club has an obligation to manage funds appropriately on behalf of its members and to adhere to protocols. The Treasurer has responsibility to maintain accurate and timely records of income and expenditure. Therefore all money received should be receipted and banked upon receipt. He must be informed of potential outlays of club funds. This should be done as far as practicable at Committee meetings. If an urgent situation arises then discussion should take place between several committee members prior to the money being expended. This club is compliant but will have to amend our constitution slightly to reflect the Dept. Commerce model constitution. This club will need to complete and upload a financial return form each year to Dept. Commerce. We have three years to become compliant. Glen is handling this process.

- Members are reminded that fees are due by 31 December each year.

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

Meeting closed at 8.41pm

Next meeting: 10 May 7.00pm Rex' place 90 Lefroy Ave Herne Hill 0412646560



Q&A #39
Blown Head
Gasket and

Tuning a Schebler Carb

Hello folks

This is the Q&A section with ramblings from our resident dumb arse mechanic. All answers given are an uneducated opinion by a semi-literate wog and should be taken on board at your discretion

Q: Hi Wog. My old scout keeps blowing head gaskets. I started with a plain gasket made locally and it blew. I went to a laminated gasket and it too crapped itself. I then ran a copper and it has failed as well. I'm just about at wits end. What are your thoughts?

A: Personally I like the laminated gaskets and the copper ones. I usually reserve the copper for the performance bikes because the surfaces have to be perfect for them to work well. What you will find is your sealing surface is probably not perfectly flat or the bolts and washers are not great.

Start by running the head over a piece of 600 grit wet and dry on a piece of glass or surfacing plate to get it flat. If it's very distorted you may need to have it milled flat. The same goes for the top of the barrel. You will need to remove the barrel then the valves for this job but it is worth it. Use new bolts and washers, not cheap crap from Bunnings but the correct bolts and thick washers. Also if your bore is oversize (more than 0.030) then you may have to cut some material from the inside of the gasket around the piston bore, always check that you have clearance around this area as the piston hitting the gasket will cause a gasket failure. I like to spot face the washer faces in the head as well just to be sure there is a good clamping face for the washer.

Keep it clean and check everything carefully when you are assembling and it should be fine

Q: I need some tuning tips for a Powerplus. I'm running an old single jet Shebler and it pops and farts at speed. I've been told a couple of times to bin it and fit a CV carb or a Linkert but I like the originality of the old Shebler. Can it be fixed or should I change it out? If so what carb would you recommend?

A: Mate the Schebler will work fine. Sure a CV is a great carb (but difficult to tune) and a Linkert will work great, but I'm with you as the Schebler is the correct carb and they worked great when the bike was new so it just needs some tinkering to get it right.

Getting a single jet to work correctly will take some work but it is definitely worth it. First get a rebuild kit (springs, gaskets and throttle shaft, new float) that suits your carbie and fit this first (ebay or Wilderness trading). The throttle shaft should be a snug fit or the carb will draw air through here and run lean.

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There are instructions for setting up the choke disc tension (not too tight). If you can't find these then give me a call and I will walk you through it. Adjust the float height to spec (very important), then after you fit all the new hardware refit the carb and tune it.

Choke disc tension is part of this so make sure it's right. Start the bike and warm it up a little. Adjust the mixture needle so you have a smooth idle (turn to the right is lean and to the left is rich), a great idle is not important at this stage because we will come back to it later.

Then take the bike out for a ride. Once you're in top gear (low speed), crack the throttle open (full advance) and adjust the mixture needle again until the bike pulls smoothly, slow down and crack the throttle again. If the bike hesitates then richen it up a little 'til it pulls smoothly.

Now the low speed will be out. Do not adjust the needle to correct this. The needle has a lever arm and the throttle shaft has an adjustable enriching ramp. The adjuster is a screw at the left side of this ramp, with the bike at idle (or as close as you can get) screw it in to richen the mixture and out to lean it out. This will affect the high speed a little so you may have to go through the whole procedure a couple of times to get it perfect.

Once it's running well, adjust the idle speed. This is a screw in the carb main body in line with the throttle disc (opposite the mixture screw), if you don't get a low enough idle speed you may be drawing air in somewhere, either the throttle shaft (if it's loose) or the valve guides.

Done right the bike will start on the first or second kick every time and run smooth. Good luck, and be patient.

If you would like advice on any maintenance or club related issue, feel free to drop us a line or call the wog 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 arse mechanic)

President

Member #2

Arthur Grady Ride and Display

Fremantle Heritage Festival

Saturday 28 May 2016

Early American Motorcycle Club

The Arthur Grady Ride and Display is an extremely popular event with over 200 bikes from all eras taking part and lots of interest from the general public.

The event celebrates the feats of Arthur Grady who in 1924 became the first person to ride a motorcycle around Australia. He set off from the Fremantle Town Hall returning five months later to a rousing reception and a place in the history books.

The day will feature a running replica of the bike Arthur rode on his epic adventure as well as lots of information and pictures of his ride.

The City of Fremantle will be closing William Street (the road around the Town Hall). In addition to the bikes in the square, William Street will be filled with displays by the Machine Preservation Society, The Hand Tool Preservation Society, the vintage Commercial Vehicle Society, The Bus Preservation Society, the vintage pram society, vintage bicycle club of WA, SIVA and many other clubs.

The centre of the event will remain the motorcycles and the area directly in front of the town hall will be set aside for pre 31 bikes. The day always sees a big turnout of these fantastic machines.

The event however remains open to all motorcycles from all eras. And post 31 bike will be displayed as in previous years through the square. I would encourage you all to take part in what is rapidly becoming one of WA's great motorcycle gatherings.



Running order for the Day

08:00hrs – 11:00hrs	Bikes/displays may be set up in Kings Square. (see below for Trailer, van and ute parking instructions) There will be three main sections in the Square Pre 1931, 1931 – 1988 and 1988 – present
10:00hrs	Ride from Hilton Park Bowling club leaves for Kings Square (see details below)
11:00hrs	All utes, trailers and vans (any other vehicles not on display) clear of Kings Square
11:30hrs	Arthur Grady Ride Departs Kings Square (pre 1955 only)
12:30hrs	Arthur Grady Ride Returns to Kings Square
12:30hrs – 15:00hrs	Display in progress enjoy the displays, BBQ and camaraderie

Parking Instructions

Any one bringing bikes/displays/other vehicles to Kings Square on trailers, in vans or utes that will need to drop off in Kings Square prior to 11:00hrs

- Trailer parking/high vans – At South Fremantle Oval (permit and instructions from info tent in Kings Square)
- Vans and utes – Queensgate carpark (permit and instructions from info tent in Kings Square)

Hilton Park Bowling Club

Hilton Park Bowling Club will be open from 08:00hrs for trailer, ute van parking for people who would rather park outside of Fremantle and take a short ride into town.

There will be an organised ride departing Hilton Park to Kings Square at 10:00hrs arriving in time to join the main ride around Fremantle at 11:30hrs.

The Arthur Grady Ride

This year will see the return of the Arthur Grady Ride. The ride is open to all pre 1955 motorcycles.

Riders to assemble in William Street (**beneath the Town Hall Clock**) the ride will depart at 11:30hrs. We will ride out of Fremantle along the river to Leeuwin Barracks, returning via Victoria Quay, Cliff Street, Marine Terrace, South Terrace , The Cappuccino Strip, return to Kings Square.

A route Sheet will be available on the day.

If you have further questions please contact:

Alex Marshall

Ph: 9432 9716 (office hours)

Mob: 0405 307 126 (any time)

e-mail: alexm@fremantle.wa.gov.au



Early American Motorcycle Club

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