



FlatChat

EARLY AMERICAN MOTORCYCLE CLUB

Issue 190

Views of correspondents may not necessarily be those of the club

April 2017



Dave Low's Chief is running. The pic is on the foreshore down Freo way.
Gotta love a cammed up, 80cube 4 speed Chief.

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

Committee

Patron: Wayne Elezovich
President: Greg Hamilton
Vice President: Barry Pollard Secretary:
Glen McAdam
Treasurer: Jeremy Bromley
Editor: Glen McAdam
Events Coordinator: Chris Geilis
Scrutineers: Bill Walton & Wayne Elezovich
Safety Coordinator: Brian Smallwood Property
Officer: Jim Merkouris
Social Media: Michael Tolj

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**

Our postal address is.

PO Box 184, Tuart Hill, WA 6939

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President's Report

G'day EAMC members,

I hope everyone that attended Bunbury has cleaned and checked their bikes and found no nasty surprises. Mind you, if you have, better now than during that or future ride. Speaking of rides. If you wake up and feel like doing a mile, please let everyone know and GO. Impromptu rides for concessional vehicles are permitted. We have a little bit of bureaucracy to comply with, but nothing too hard. Just let someone on the committee know and it will get sorted. Nothing like the wind in your hair (for those that have it) to clear the cobwebs. Also keep in mind that many of us have newer bikes, so if you are one of those and wake up and feel like doing a few miles, same deal, put it out there.

We are working on getting some more sew on club badges. I for one am keen on getting some of these to put on my leather jacket and some of my shirts. If anyone else is interested please let me or a committee member know. Hats and shirts are also available (even I am told some early merchandise runs that once they are gone they are gone!). Bloody collectors' items. I would snap them up myself if it wasn't for my peculiar sizing. There has been a suggestion to put photos of club memorabilia in Flatchat every month. I think this would be a great idea so that all of you out there can see what's on offer and snag yourself a bargain that supports and promotes your club.

Unfortunately I had a better offer (Jethro Tull concert, bloody brilliant thanks of asking) so I was unable to attend the committee meeting. I believe there was some talk of motorcycle safety training, in particular about what to do if a rider goes down. Having been involved in this situation, I can tell you first hand that it can be challenging and frightening. Pops is going to get details about the course so stay tuned.

I know I bang on about it, but if you have anything to buy, swap, sell or service to offer please advertise it in your Flatchat first.

Keep the rubber on the rock.

Hami
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Early American Motorcycle Club



Committee Meeting Minutes

Meeting held on 11 April 2017

Venue: Andrew's place

Meeting opened 7.05pm.

Attendees: Andrew, Rob, Jeremy, Tim, Barry, Chris, Brian.

Apologies: Lyndon, Glen, Greg, Mike.

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

Business arising from the minutes. Nil.

Correspondence In:

- Letter of Confirmation from Dept. Consumer affairs that our Model Rules (Constitution) are acceptable and have been registered with them. A business activity statement has been lodged with them online.
- Several quotes supplied by Greg regarding embroidered logos.
- **Correspondence out:** Magazine posted to Neville and Ivor. Moved Tim, seconded Barry that the correspondence be received. Passed.

Business arising from the correspondence: Nil.

Treasurer's Report:

- \$2425.20CR.
- Jeremy has bank forms for Greg and Glen to complete.

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

Business arising from the Treasurer's report:

- Discussed embroidered logos.

Safety Officer's Report:

Brian mentioned that he had attended a HOG meeting where a talk was given by the head of the motorcycling Police on safety. The HOG runs a course "Rider Down!". What to do if a rider goes down. We can piggy back on these courses which cost about \$100. Brian to follow up with HOG.

Ride Coordinator's Report:

- Roaring Twenties Ride was good fun. Jim and Tim attended. 38 participants.
- No report of anyone attending Rumble in the Valley event.
- Rob gave a brief report on VMCC Swap Meet.

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- Some Classic Car Show entry passes distributed. Jim to drop off the banner.

• Mike's Ride date changed to 21 May due to Mothers' Day.

• Lyndon's Collie Overnighter was discussed. We are hoping that many members take this opportunity to stay at Lyndon's farm for at least one night.

• Discussion regarding safety and keeping an eye on all riders especially the last rider to avoid him being left behind.

See Saddle Up for more information.

General Business

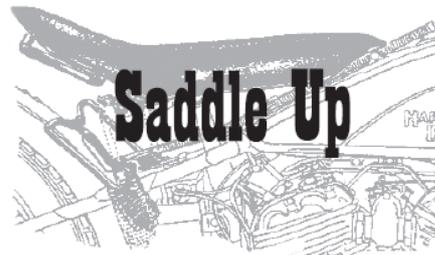
• Discussion regarding the proposed purchase of embroidered badges. Several members will ask others who have had experience in buying these to report next meeting. Costs need to be reviewed.

• Suggest club memorabilia and clothing to have photos in Flatchat.

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

Meeting closed at 8.20pm pm

Next meeting: 9 May Lyndon's place. 1 Padbury Road, Darlington, WA 6070 0417908525



• **Classic car Show**- 23 April. Ascot racecourse.

• **Mike's Northern Ride**- 21 May. Ride through the Chittering Valley and environs stopping off for a commemoration to Norm Lewis.

• **Arthur Grady Display**- substitute for the official event!
Date: 27 May 2017

Place: Fremantle Maritime Museum

Time: 10am – 12.00noon

• **Lyndon's Collie Overnighter** - 3-5 June (Monday 5 June is a public holiday). Please advise him.

• **AMCA Australian Chapter launch** – 25 to 27 August Bulli Showgrounds N.S.W.

• **Waroona Machinery Day** – 24 September.

• **Glenn Visa Ride TBA.** Glenn Viza has offered to host us following a hills ride. Andrew has volunteered to plot a route to Glenn's place and then to Noble Falls Tavern for lunch. Secretary to Contact Glenn to ascertain dates suitable to Glenn.

- **Wayne Walton Ride TBA** Wayne has plotted a route commencing from his place at Singleton thro Baldivis, Mundijong, Jarrahdale, Serpentine Dam to the Ravenswood Tavern. Dates yet to be set.



Club Ride Calendar

- **Classic car Show** – 23 April. Ascot Race Course.
- **Mike's Northern Ride** – 21 May.
- **Arthur Grady Display** - 27 May 2017
Place: Fremantle Maritime Museum
Time: 10am – 12 noon
- **Lyndon's Overnighter to Collie** - 3-5 June (Monday 5 June is a public holiday).
- **Glenn Visa Ride TBA.**
- **Wayne Walton Ride TBA**

Other Events (optional)

- **AMCA Australian Chapter launch** – 25 to 27 August Bulli Showgrounds N.S.W.
- **Waroona Machinery Day** – 24 September.

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

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

Arthur Grady Display

I am sure that you have heard that the COF has cancelled Arthur Grady Day this year due to major works in Kings Square. However all is not lost.

Basically the event will go ahead on the same day but it will just be the bike clubs taking part this year. Hopefully returning next year for the full shebang.

Arthur Grady Display
Date: 27 May 2017
Place: Fremantle Maritime Museum
Time: 10am – 12.00noon

We will gather on the fore court of the museum for a display of fine vintage bikes as usual the Grady bike will be in attendance. There will be no organised ride this year just the display but as it will be a shorter event clubs may wish to arrange their own runs to or from the event.

Alex Marshall previous Events Coordinator for COF.

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Lyndon's Overnighter to Collie - 3-5 June (Monday 5 June is a public holiday).

0417908525

Expressions of interest are called for this event to assist with planning. Please contact Lyndon asap.

June 3-5 is a long weekend and the opportunity to kick back in the country. We have 150 acres a couple of kilometres out of Collie and very near Mornington Road, a route used in recent times by the Bunbury IHC for their vintage rally. The plan is flexible but depending on the group we can trailer old bikes down Saturday morning or do a new bike run or a combination of both. We have a big shed down there for swags and bike parking and construction of the bonfire is well advanced.

Ride wise we could do a couple of half days Saturday and Sunday through the South West forests, lunch in the Ferguson Valley and a beer at the Mumby Pub.

There is talk of Jimmy bringing his spit down for a lamb or pork feast. Failing that, curries may be the order of the day. Return to Perth either Sunday afternoon or Monday.

Collie in June can be cold, really, really cold so plan on dressing warm. It may be bucketing down with rain too in which case the plan may be revisited!

Lyndon – 0417 908 525 or Lyndonjoyce42@gmail.com



Safety Report

Safety in the year 2017

I attended the HOG meeting last night and it was full of the usual camaraderie jokes and general banter. In all, it was good fun.

The HOG club safety guy had spoken previously to the Police Motor Cycle section and organised their main man (team leader and trainer) to talk at our meeting on motorcycling in general.

As soon as Senior Sergeant Paul and his 29 years of Policing experience took the microphone and started to run through a few introductory points the room quietened down completely and for more than a half an hour Paul had everyone's complete attention.

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Pretty much all of what he went through emphasised the common sense approach that he and his team take towards motorcycle policing and at all times the Safety aspects were paramount. The Police motorcycle training is now mostly conducted on general roads rather than the race track, one of the main reasons being that they believe riders need to experience and practice in real time road conditions. Much emphasise is put into spatial awareness and learning to read what is going on in the conditions around the motorcycle.

In other words trying to read what impact the mug drivers, road conditions, weather conditions and myriad elements that can affect motorcycle safety. Excellent stuff indeed.

After some very interesting discussions and questions including issues like loud pipes (109Db is legal) , lane splitting and the idiot motorcyclist issue I know all at the meeting went away with a very positive impression of what our Western Australian motorcyclist squad is trying to achieve.

Fundamentally if you're not being a dickhead they will leave you alone and they really do want you to be safe.

Go and enjoy what's left of April safely.

Cheers

Pop



Q&A # 49

Loctite 515 Gasket Maker and Metal in Oil.

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. I'm having dramas keeping the oil in the primary on the Chief. One of the guys told me that they don't need gaskets because the primaries and gearbox are all machined housings so just a bit of sealant is the go. He said Permatex is the best of the best and there should be no leaks.

What am I doing wrong? Whatever I do I still get a weep from the joints.

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A: Well, yes the guy is correct as a machined aluminium surface without any dents or damage should seal up fine without a gasket. However all of the surfaces must be flat without dodgy weld repairs or damage and the engine and gearbox housing must be lined up correctly. Lining up the gearbox and engine is easy (without the primary installed). Put a straight edge (steel ruler) on the gearbox (the gasket face where the inner primary mounts) and slide the ruler out to the engine flange (where the inner primary mounts again). You need to do this for top and bottom of the flanges or the inner will be twisted.

If the faces are not perfectly in line, then loosen the gearbox mounting bolts (and the rear gearbox to frame bolt) until they are just tight (hand tight) and then gently tap the housing around until everything lines up. There is usually enough movement in the bolt holes to get this perfect so just be patient. If the gasket faces on the primary are not perfect you can either flat file or have them machine flat.

Next is assembly. Use Loctite 515 gasket maker. This stuff is used by lots of manufacturers (Caterpillar use it) because it works, Permatex was ok in the 1950's when there was nothing else. It is a shellac based sealer so it goes hard when in use, which means it will leak eventually (vibration causes movement). You can also use gaskets (as per original) if the surfaces are not great (cheap fix).

I've added a pic below which shows how uneven a mounting face can be. This is an original primary so it is a little warped. The red stuff is 515, the darker red areas are where the 515 is thickest. This stuff will seal gaps from .001 to .010 and still seal. Permacrap won't.



Q: Mate, a mate suggested I put mag plugs in my engine case after a recent rebuild, which I did, but after a short run I pulled the plug and it had metal on it. I'm a bit concerned. Should I go back to the builder and yell at him? Or is it normal?

A: Mate, it depends how much metal you have on the plug, a bit of fuzz is no biggy, particularly after a full build. The engine is running itself in (rings wearing into the bore etc.) so I would suggest refill the oil and take the bike for another run, get the oil hot and drain it immediately.

If the metal problem gets worse you may have issues. If it's getting better then it's normal. Again it depend how much metal you have. If you have chunks then stop immediately and seek help or strip the engine and find out what is going on. So fuzz is ok. Pieces of metal not ok. And it should clear up after two oil changes. Oh a good tip – use a filter.

The pic below shows chunks. These are metal shavings and a real concern, anything like this means you have real internal issues. Stop and tear down the engine and find the source.



Up close you can see this is torn metal (swarf). While in this case this was not internally generated, a poorly built engine can generate similar debris and wear an engine out quickly. This particular pin was not cleaned properly after manufacture, which highlights the need for being careful and very clean at assembly. If this had been assembled into an engine and run it may have been catastrophic.



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)



Grace

Hello Ladies

So what's on in Wayne shed? Well the mining industry has slowed down and work is thin on the ground, so that means not much money to play with but lots of time. We are still doing ok but not lots of cash to throw around on bike projects.

So what is a Wog to do with himself? Well I had a 46 Chief frame in the shed that I picked up a while back. It was very ugly and had been crashed and badly repaired a long time ago. At first glance it looked pretty good, a couple of broken parts and some definite bends here and there but fixable.

I cleaned off the bench and set her up for surgery. I made a couple of bushings for the head stem, bearing bores to set a piece of chrome molly tube up as a front fork dummy, then ran the string line over her. Oh dear. It was twisted, bent and badly repaired. At this stage the important thing is to work out what is wrong and where which means lots of measuring and taking notes.

The left front down tube was too short from the old repair; the lower rear plunger mount was broken off; both lower frame tubes under the battery tray where bent and there was a huge twist in the frame from front to back. I've found the best way to tackle a frame this bent is to cut out the tube that is very bad and then pull the frame straight, this makes the straightening easier and then you can tackle the bent bits individually rather than trying to bend the whole frame in one go.

So I cut off the left rear frame and cut the left front tube and then pulled the main frame straight. I find Indian frames quite simple as everything is symmetrical so left to right they are the same dimensions. That means all you need is a tape measure, a string line and lots of patience.

I bought some imperial chrome molly tube from Go Gear in Ozzy Park and went back to the shed for some quality time with the frame that is going to be Grace. Jimmy likes to help me name bikes and because I told him this one was going to be black he based the name on that. Why Grace? Most of the big parts going into the build were ugly and it was going to be black so Grace Jones seemed appropriate. Black and ugly but strangely appealing.

Because Indian was a production machine and the company was short on cash, after the war most of the frames weren't perfect to start with, and Grace was no exception.

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It took me about three days to get the centre section to almost perfect, and when I say almost perfect, I still have a half mm discrepancy in alignment. That is from the front wheel to the rear wheel through the frame. I'm still a half of a mil out, which is way better than factory and as good as most new bikes, so I was pretty happy.

Under the battery tray needed new pipe (chrome molly) and a small section of the front left tube as well. The front tube was first. That way it won't twist when I work on the back bit. Another day was spent straightening and fitting the rear sections.



Here's a pic of the repaired plunger casting.



All up it took about a week to bring it back to almost perfect. So what's the result of all of that work? A very straight frame (straighter than factory), and a strong frame, because all of the welds have been redone or repaired.

The last photo below is Gracy sitting on the bench, strong, straight and painted with her freshly rebuilt engine in the hole.

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I just picked up a complete front fork assembly for her so I will jig that up and make sure it's perfect then fit that as well.

Next installment is the engine, it looks good now but that too was entertaining.

Keep the shiny side up.

Regards

Wayne Elezovich D.A.M. (member #2)

Bike Museum at Deeley Harley Davidson in Vancouver, BC.

After spending a few hours at the Le May Car Museum, Glen and I spent a few days enjoying Vancouver and seeing the sights. Apart from doing the foodie tour in the Granville markets and experiencing red and yellow cherries the size of golf balls, we dropped into the Trevor Deeley Harley Dealership on the outskirts of Vancouver.

The museum is in one end of the dealership and while you would expect most Harleys to be on show, there is a range of bikes of all makes from a reproduction of the very first wooden bike to later model bikes. A number of them are replicas of Harleys used in various movies from the 60s, 70s and 80s. Have a look – maybe you've seen the movie.

The bikes are well spread out and you can meander at leisure through them. We spent a few hours here and then escaped without buying a single T-shirt or piece of memorabilia.

Next month I'll cover our visit to Eldon Brown's collection.

Regards

Rob

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1948 Nimbus - 4 cylinder



1914 Harley



1949 WL Harley



Camel back Indian single



1894 Wolfmeuller replica



1922 Henderson



Early Woodie



1936 Knucklehead Harley



1929 Brough Superior



1949 Indian Chief



Custom bike used in *Wild Hogs* movie



Replica of Peter Fonda's bike from *Easy Rider*



1928 (?) Indian



Some of the Deeley display

Club Clothing For Sale

Red Golf shirts

1 x 3XL

1 x XL

Plus 7 of the very 1st version T shirts, before we had the web address printed on the back, only club logo.

They include:-RED 2 x M

3 x L

1 x 2XL

BLACK 1 x L

The stock which has been in my possession includes:-

NAVY Polo shirt (This was the first shirt design we had made)

1 x L

3 T shirts, the second version with eamc.asn.au printed on back

WHITE 1 x L

RED 2 x XL

I also have 12 Caps

1 x Navy

5 x Black

6 x red

T shirts, including navy Polo \$25.00ea.

Golf shirts \$35.00ea

Caps \$20.00ea

Jeremy.



For Sale

Sena SMH10 Dual Bluetooth head set and intercom worth approx. \$500.00 looking for around \$400.00 New still in box never been used. Contact Barry 0402 969 588

For Sale

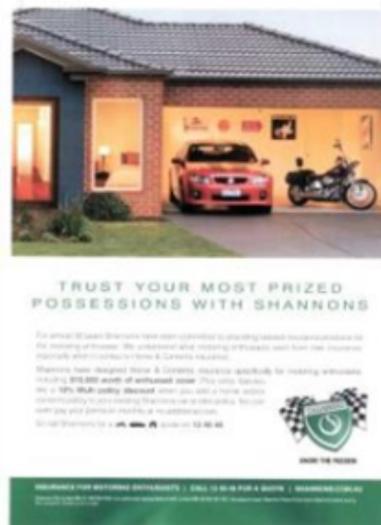
NOS Harley Solo Seat with mounting hardware in the box to suit any model early Harley which has the pogo stick. \$390. Contact Greg 0417918162 or email: ghamieamc106@gmail.com

Vapour Blasting

Bring your engine and gear box parts back to life. Brings Aluminium parts the look the way it came out the factory.

Give me a call for a chat and quote.

Cheers Shaun 0417 837 759



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