



FlatChat

EARLY AMERICAN MOTORCYCLE CLUB

Issue 202

Views of correspondents may not necessarily be those of the club

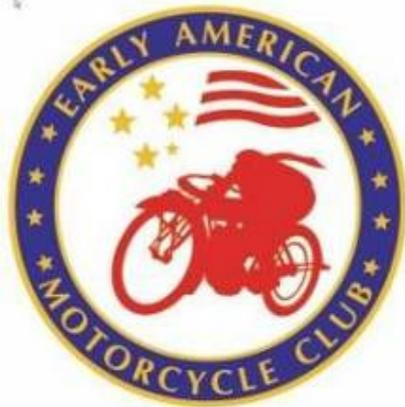
April 2018



Roaring Twenties Ride.

Included in this issue:

- Committee Meeting Minutes – page 3
- Saddle Up – page 3
- Club Calendar – page 4
- Bunbury Two day – page 5
- Q and A – page 8
- Yearly Calendar of Event – Page 10



*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/ride
- Coordinator: Rob Veitch
- Safety
- Coordinator: Wayne Elezovich
- Property Officer: Wayne Elezovich
- 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 McCrae, 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

**Membership fees. \$35.
See above for detail**



President's Report

G'day Members.

The first thing I would like to do in this report is to congratulate our five club members who won prizes at the IHC two day event. Rex McCrae (Post Vintage Class Winner 1931 -1945), Dave Low (Best Presented American Machine), John Naismith (Hamish Award), Kevin Badby (Best Presented Machine Overall) and Andrew Scudds shared the Hard Luck Award. Well done to all, although I am guessing Scuddsy could have done without his award but I bet he was having a ball before things went pear shaped. It is really pleasing to see John Naismith win an award. For those that don't know, John is one of our younger members and his age group is the future of our club. John's bike is a real credit to him and it is great to see him get recognition for all his work. Hopefully other young people see John's bike and it sparks an interest in early American bikes which in turn attracts them to our club.

For those that are interested my 66 Shovel has been inspected and passed. All I have to do now is get a plate for it. Talk about HAPPY. I was going to have a party with all my mates but when I went to check the venue the phone box was already booked. Hopefully I will see you on the road soon.

It was great to meet Paul at this week's committee meeting. We learnt that Paul is restoring a WLA and obtaining NOS parts for it from here in Australia, from someone none of us at the meeting had heard of. Normally we have the same people attending, so to have a new face was great especially with Paul's information. Please remember all members are welcome to attend our monthly meeting. You never know who you might meet and what info you might pick up.

As always if you have anything to buy, swap, sell or service to offer, advertise it in your Flatchat.

Regards

Hami M: 0417 918 16 Email: ghamieamc106@gmail.com





Committee Meeting Minutes

Meeting held on 10 April 2018

Venue: Glen's place

Meeting opened 7.10pm.

Attendees: Rob, Glen, Jeremy, Paul, Lyndon, Greg, Tim Barry.

Apologies: Chris, Mike, John.

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

Business arising from the minutes.

Glen to attend CMC meeting Monday.

Correspondence In:

- Albany Vintage and Classic Magazine.

Correspondence out:

- Magazines posted to and Ivor and Mark
- Letters to Chris Urwin and Greg for licensing. Moved Lyndon seconded Greg that the correspondence be received. Passed.

Business arising from the correspondence: Nil

Treasurer's Report:

- \$3430.35 CR.

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

Business arising from the Treasurer's report: Nil.

Safety Officer's Report: Nil.

Ride Coordinator's Report:

- Classic car show was a great success with many more vehicles and spectators than in previous years.
- VMCC Roaring Twenties event was very enjoyable and well organised. Tim, Kevin and Hamish in attendance.
- VMCC Swap meet was good to catch up with people although they did run out of sausages.
- Arthur Grady event on Sunday 27 May 10.00am. Meet at Alfred's Kitchen or go straight there.
- Combined club ride to be organised by Tim and Hamish details to be announced.
- See Saddle up for event dates.

General Business

- Application from John Terpu accepted. #127.
- Draft sample of membership cards distributed by Mike.
- Glen to contact CMC for Invitation stickers.
- Andrew thanks everyone for their assistance and concern.

• Meeting closed at 7.45pm.

Next Committee Meeting

8 May Lyndon's place. 1 Padbury Road Darlington
0417908525

All club members are welcome to attend Committee Meetings



The weather is starting to cool down which always makes preparation for rides a bit longer when you spend some extra time rugging up. At least it isn't wet, ... yet.

The Roaring Twenties Ride run by the VMCC was a good one apparently and Tim sounded like he had a good time particularly riding the Balingup-Nannup road which is always beautiful.

I hear Andrew is up and about, and back at work, after his flight over the handlebars of the Indian during the IHC Two Day Rally. He won a hard luck trophy for his flight which is a great consolation prize although he would rather have stayed on the bike. Good to hear he's mobile again.

The Classic Car Show was good too and Glen tells me we had a great spot in the shade, which hopefully we will get next year as well. We just need to (each of us) commit to going next year and taking a bike along. Thanks Glen for representing the club and being our sole attendee.

Glen and I (and a few others) stayed overnight recently at Westonia *where the hell is that*, I hear you say ... it's about 50km east of Merredin and about 10km north of the highway. Worth a stop if you've never been there. And the lamb shanks at the Tavern are excellent – I would rate them 9/10.

In May there is a combined club event to Quindanning, for pre-1948 machines. There is some nice riding country down there and the pub always does a great meal at a reasonable price.

Coming up in about five weeks is the Arthur Grady display at the Maritime Museum in Fremantle. Glen has kindly done some serious groundwork to get this happening so please do the right thing and come along if you can, preferably with a bike. Either join the ride from Alfred's Kitchen, Guildford or go directly to Fremantle. We expect to be there about 10.00am. There will also be a display of custom cars and a sausage sizzle I believe. What more could you want?

Beyond that things are a bit sparse until August when the AMCA Meet is on again in Bulli NSW. A great event filled with bikes you won't have seen before. Three EAMC members and my brother attended last year and all saw some very interesting treasure and rare bikes. The organisers are hoping this year's event will be even bigger and have been putting a big effort into attracting a broader range of makes, models and clubs along. There is some good gear over there so worth making the trip.

We still have gaps in the club calendar so please help out by volunteering to organise a ride. You just need to:

1. decide on a destination,
2. Come up with a proposed route,
3. Decide on a date.

Rob

EAMC Meetings 2018

Feb	@ Jeremy's
Mar	@ Mike's
Apr	@ Glen's
May	@ Lyndon's
Jun	@ Tim's
Jul	@ Rob's
Aug	@
Sept	@
Oct	AGM
Nov	@
Dec	@ Chris's



Club Calendar

Date	Event	Organiser
May 19/20	Combined Club Ride and overnighter to Augusta. For pre-1948 bikes.	Hamish IHC Tim EAMC
May 27	Arthur Grady Display at Fremantle Maritime Museum. 10.00am. Go direct or ride to the event – meet 8.30am at Alfred's Kitchen in Guildford.	Glen
Aug 25/26	AMCA Australia Meet at Bulli NSW	AMCA

= Non-EAMC Events - optional

Arthur Grady Event



The Arthur Grady day on Sunday 27 May is to commemorate the great achievement of a Fremantle bicycle maker who became the first person to ride a motorcycle around Australia- a mighty Douglas.

Vintage motorcyclists have in the past gathered at Kings Square, Fremantle to celebrate this achievement as part of the Fremantle Heritage Festival.

Unfortunately, the square in the centre of Fremantle remains unavailable but the Arthur Grady celebrations will still happen this year at the Maritime Museum, Victoria Quay, Fremantle.

We are expecting the Arthur Grady replica bike to be on display and would like as many members as possible to bring a bike to the display.

The older, pre-31 bikes will take pride of place, just outside the entrance to the museum and the less old bikes on the long platform just in front of the museum.

There will be a charity sausage sizzle organised by the classic cars and hot-rods enthusiasts who will be in the car park in front of the museum.

Other motorcycle clubs with 25+ year old bikes have also been invited.

There are plenty of facilities for coffee/tea, food etc in the area and the Maritime Museum has a small café.

Bikes will be on display from 10:00 until 12:30 but would ask that members try to be at the event after 09:00.

We will try and have a ride around the shed area as part of the celebrations at the end of the event.

The public is fascinated when they see old bikes being ridden not just on static display. So, if possible we should give them something to remember and photograph.

Acknowledgement to VMCC for this article.

Bunbury Two Day Event Results for our club

Best Presented American Machine

Dave Low

Post Vintage Winner

Rex McCrae

Hamish Award

John Naismith

Best Presented Machine Overall

Kevin Badby

Hard Luck Award

Andrew Scudds

Here is an article:

<http://www.bikeshedtimes.com/old-americans-and-friends-hit-the-road-for-two-day-pow-wow-of-glorious-attribution/>

Roaring Twenties Event

A number of EAMC members joined the VMCC Pre 31 section Roaring 20s run on the weekend of 7 & 8 April 2018.

The EAMC would like to acknowledge Michael Rock and the VMCC Chatter for the following summary.

Wow, this run is getting better and better every year and we all thank Ken Vincent for that. Ken's drive and quiet enthusiasm has produced a run that has become one of the favourites among Pre-31 riders. The key element that distinguishes this event from others is the encouragement to get into the 'Spirit of the Event' by dressing for the era. The 'Roaring Twenties' was a free spirited period after The Great War when many technological advances were made to the benefit of motorcyclists all round the world and here we get to relive the experience in quiet country WA.



Kevin's 1923 Henderson

Well supported by about fifty riders of pre 1931 bikes, the run started from Boyanup on Saturday morning in perfect riding weather. We wound our way to lunch at Kirup via Capel and Donnybrook. We had an extremely lucky break when Dave Sugg stopped and dismounted his Rover only to watch it collapse in a heap with a broken head stem. If this had broken at speed, images come to mind of a lovely tree lined country road streaked with metal and oil, skin and blood. Dave is now the reluctant winner of the Hard Luck Award for his trouble. The Upper Capel road, once a magical winding scenic drive through picturesque valleys, has become a minefield of bumps and dips requiring the rider to focus more attention on the road than the view. There weren't many bike casualties, but I hear some false teeth were lost along the way. Moonrising Hill, just before Kirup, is a long steady climb which was, we hear, designed by the Main Roads Department to test the fortitude of Veteran vehicles. The rhythmic thump of the old engines slowed, big-ends strained, main-shafts flexed and teeth were clenched, but as the smoke cleared, all the bikes managed to drift in to lunch.



Hamish's 1928 Indian

Saturday afternoon was a glorious cruise through the ever bigger trees as we wound our way South to Nannup via Cundinup. The gaggle grew at the Nannup Pub as did the tales of woe and joy. It always amazes me how much better the bikes went in the pub.

Hard to believe how that Norton could leap over the railway crossing without shaking its head and the Indian could pass four log trucks with one quick twist of the wrist while only running on one cylinder. Meals were shared with old friends, races were won, bets were lost and best of all, and we all went to bed looking forward to another day of the same tomorrow.

A so-called cleansing shower of rain overnight just made all the dust stick better, but at least it made some of the BSA's look exotic. Soon we had the distinct pleasure of re-living our childhoods and racing alongside the burbling Blackwood River on one of the best twisty roads in WA, all the way to Balingup. A strong coffee was enough to get the stories flowing here. Boy how the Rudge handled the bends and that Triumph flew up the hills, I even heard foot pegs scraping the road in the café. Pity about 'that bump' that flexed a few frames and frayed a few nerves.



Tim's 1924 HD Harley

The ride from Balingup back to the Rudler's Boyanup BBQ, was a treat. The once quiet Grimwade hills reverberated to the rattles and bangs of a multitude of happy old engines thumping merrily along. Most of the bugs had been sorted and very few breakdowns interrupted a sweet ride. I took a shortcut here to get ahead to meet the riders at our 'Vintage Steel' workshop in Donnybrook and enjoyed revealing a few mudguard making secrets to an interested audience.

To top off a great weekend, we were all treated to a beautiful burger and mini garage sale at Murray and Sharon Rudler's where various characters were dragged forward to be presented with trophies, prizes and awards. There were nearly as many of these as there were riders, so it was a happy crowd who parted ways vowing to return next year.

RESULTS:

- In The Spirit of the Event Winner** - Ken Vincent
- Close To the Spirit** - Michael Rock & Peter and Sue Lawson
- Best Veteran** - Tristian Clark
- Best Vintage** - Tim Hesford
- Best Small Bike** - Neil Bromilow
- Hard Luck** - Dave Sugg

THE VINTAGENT

Last month we had a look inside the Indian Factory. Now see inside the Harley factory.

'100 YEARS AGO: HARLEY-DAVIDSON IN 1918'

When America entered WW1 in 1917, they needed motorcycles! Harley-Davidson was happy to supply them, and in a genius move, provided schools to train mechanics as well. Photographers and inspectors from the Government visited Milwaukee to document their process, [seen here in these NEVER PUBLISHED photos inside the Harley--Davidson factory, its testing regime, and its schools!](#)



**"WE'RE BREAKING
THE HARLEY-
DAVIDSON PHOTO
INTO TWO
SECTIONS -
THERE ARE SO
MANY! NEXT
WEEK IS TESTING
AND SCHOOLS"**

The Last Motorcycle On Earth

With self-driving electric cars a certainty, will motorcycles be outlawed? This provocative film series explores the question; support their kick start campaign, and spread the conversation! [Watch the trailer here!](#)



**"IN A FEW
YEARS, TECH
BILLIONAIRES
WILL HAVE
TRANSFORMED
AMERICAN
TRANSPORT TO
AN ALL-
ELECTRIC,
SELF-DRIVING
FUTURE, AND
MOTORCYCLES
WILL BE
OUTLAWED"**

ELECTRICAL THEORY

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the

wiring springs a leak and lets all the smoke out of the system, nothing works afterward. Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disc brake systems leak fluid, British tyres leak air and British Intelligence leaks national defense secrets. Therefore, it follows that British electrical systems must leak smoke.

Once again, the logic is clear and inescapable. In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd. And remember: "A gentleman does not motor about after dark." - Joseph Lucas "The Prince of Darkness" 1842-1903.

A few truisms:

- The Lucas motto: "Get home before dark."
- Lucas is the patent holder for the short circuit.
- Lucas - Inventor of the first intermittent wiper.
- Lucas - Inventor of the self-dimming headlamp.
- The three-position Lucas switch--DIM, FLICKER and OFF.
- The Original Anti-Theft Device - Lucas Electrics.
- If Lucas made guns, wars would not start
- Back in the '70s, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.

Q: Why do the British drink warm beer? A: Because Lucas makes their refrigerators.



Q&A #13

Front Brake and Balance

Hello folk

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

Q: Hello Wog.

8

Is there a fix for dodgy front brakes? I've been riding old American bikes for a long time and I've yet to find one that has usable front brakes. Most of them are just rubbish. Any ideas?

A: Believe it or not you're not the only one who has noticed this. You can make the front brakes on our old bikes reasonable, never fantastic. The problem with most of the forties Indians and Harleys is that the front drum is only 1 inch wide and 6 inch diameter so they lack braking surface area. The Pans and later Chiefs had 7 inch drums that worked a lot better, but that doesn't help you much.

When setting up a front brake assembly I've found that the best way to make them perform is to have the shoes relined with the softest material available. Have the reliners fit thick material so that the finished shoes can be set up in a lathe and skimmed to the exact size of the I.D. of the drum. That way you will be running with the maximum braking surface area possible.

Another good trick is to re-profile the brake actuator cam. Standard they are flat on both sides and when we pull the lever these two flat faces rotate and force the shoes apart. What I've done in the past is profile the cams by rounding off the flat faces (give it more of a cam profile) and this will give you a more progressive front brake.

I've done this to all of my restos and the Scouts in particular have great front brakes. In fact my bobber will lock up the front brake if I try hard enough. The bigger bikes will be better but because of the weight of the bike the front brakes will be only ever be just o/k.

I have been toying with the idea of making a twin leading shoe setup for the Chief (one brake with a cam at both ends of the shoes). This would be the best upgrade without the drama or non-original idea of fitting a disc.

If this all sounds a bit hard then just ride to suit the brakes you have. It's a vintage bike after all, not a Jap screamer.

Q: I've been to the gymkhana a couple of times and that board ride really annoys me. It looks simple but I'm stuffed if I can stay on it for more than a couple of feet. Any tips?

A: You're no orphan here. The board is really hard work. The trick is low speed control. The bike will make a huge difference too. Something with a low centre of gravity is great (my Chief bobber is a good bike for this event) and it helps if you ride the rear brake (makes the bike a bit more controllable at low speed). But really it's a balance thing. I should pass this question on to Andrew because he is one of our best riders and the undisputed guru in this event.

Have a chat to Andrew and Chris. They are both pretty good riders and both are quite good on the board.

I think good practice for this event is to ride at a low speed with hands off the bars (if your bike will let you) if you can master this then you can give the Schmuds a run for his money.

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

Regards

Wayne Elezovich D.A.M. (Dumb Arse Mechanic)
Patron.

New Cloth Club Badges \$7. Contact Jeremy



Get your Club Gear here.

If you're after some new gear or just want to update your worn out stuff, this is the place to look. We currently have limited stock of all items so don't delay. Grab it while the stock lasts. Here's what we have at present:



T-Shirts - white, red, black or a few navy	\$25 each
Polo shirt - Navy only	\$25 each
Golf Shirts - Red or black	\$35 each
Caps (wear with peak at front or back) - Red or Navy	\$20 each
Cloth Badges (of the club logo)	\$7 each

Contact Jeremy on 0438929341 and order yours now.

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 0402969588
Great bike, rides very well and starts first time every time.
Asking 25k
Ring Wayne 0438977741

Vapour Blasting

Bring your engine and gear box parts back to life. Brings Aluminium parts the look the way it came out of the factory. Give me a call for a chat and quote.
Cheers Shaun 0417 837 759

Premier Truck Painters

PH: 08 9295 0155
M: 0433 026 035
20 MORILLA ROAD MUNDARING WA 6073
ABN: 90 662 595 565

Our main focus at work is trucks. That's our everyday bread and butter. But we love painting bikes. There is no job too big or too small.

<https://www.premiertruckpainters.com.au/>

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

Below are some links to our web page and face book page.

Regards
John Naismith

EAMC Events 2018

Date	Event	Organiser	Start Time
May 19/20	Combined Club Ride and overnighter to Augusta. Open to members on pre-1948 bikes.	Hamish IHC Tim EAMC	
May 27	Arthur Grady Display at Fremantle Maritime Museum. 10.00am at the Museum. Pre-display ride or breakfast?	Glen	8.30 at Alfred's Kitchen
June			
July			
August 25/26	AMCA Australia Meet at Bulli NSW		
September			
October	Tim's Dam Ride Date TBA	Tim	TBD
October	AGM event – To be organised	TBA	
October 21	Waroonna Vintage Machinery Rally		
November	Tractor Museum @ Serpentine Details TBA	Rob	TBD
December	Christmas Ride – need an organiser	TBA	



= *Non-EAMC Events - optional*