



# FlatChat

## EARLY AMERICAN MOTORCYCLE CLUB

Issue 177

Views of correspondents may not necessarily be those of the club

February 2016



*Wayne's Chout at the Albany Hill climb.*

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*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.

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## President's Report

Hi everyone.

I hate summer. Well short skirts and bikinis I like but hot weather I can live without. When it hits 40 degrees I'm not happy. Riding isn't pleasant and the old bikes aren't too happy either - they are hard to start, make funny noises and usually bleed a bit more than usual. Hot and sticky isn't too good for us old folks either so if you folks are out and about on the bike remember to pack lots of water and stay hydrated.

Our club is doing very well. We have a strong team steering the ship and new members trickling in (welcome ladies and gents) so all is good.

I have been organising a new shelter/ tent /marquee for us to take to events. It would have been done by now but we have had to wait for a few people to pay their annuals so that we had enough funds. Hopefully it should be done by the Bunbury Two Day so look out for that.

Inspection day is the next run we have. Meet at Caltex Midvale at 8.00am for a hills ride. Inspections between 10am and 12pm. Alternatively talk to Wayne or Bill about having your machine inspected at a later date (you may have to bribe).

There has been some conjecture on whether it's a licensing requirement or not, and I think the council of motoring clubs is still thrashing out the details of our new rules and regs, but word on the street is that inspections will stay.

Personally I think it's a good thing from a safety perspective to have a fresh pair of eyes check your machine, particularly if it saves the embarrassment of sitting on the side of the road with a broken bike, or worse a crash because of an unsafe bike. It's not a hard decision people; you get to go for a ride through the hills and a free safety inspection.

I think that is about enough ranting from me .

Stay cool and ride safely.

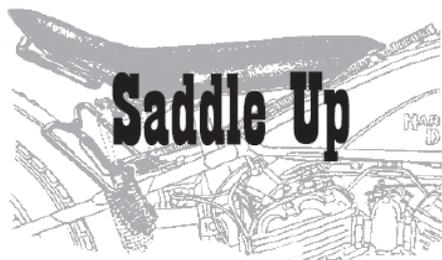
P.S. We are having a first time shake down run this Sunday 7.30am for a couple of newly built bikes. Contact me beforehand if you want to come up.

Wayne  
EAMC Patron, President  
DAM and member #2  
[elezresources@bigpond.com](mailto:elezresources@bigpond.com)

**Membership Fees are overdue. You have until 21 Feb to pay. Concessional Registration is forfeited if you are not a financial member.**

Comm.Bank BSB: 066 100 Account: 1021 0659

*Early American Motorcycle Club*



We have just started the new year and here we are part way into February.

I'm glad we haven't had a scheduled ride for this week as with this heat probably even the organizer wouldn't have turned up.

Examination day with a pre ride is this month. If you are bypassing the ride please be at Wayne's by 10am. Please don't keep Wayne waiting. Don't come after 12.00 please.

With the exciting annual IHC Bunbury Two day event next month, you should have entered by now.

With more easy rides on the horizon, keep an eye on the calendar and attempt to join us for as many as you are able.

If you like riding, we are a friendly bunch to be with so perhaps invite a friend.

See you on the runs.

Regards

Chris.



**Feb 21st 2016** - Bike examination (morning only) plus ride. Meet at 8 am Caltex Midland for the ride or go straight to Wayne's in Stoneville for a 10 am inspection. The ride will be a meander through the hills with a stop off at Gidgegannup then on to Wayne's. Inspections finish at 12pm so please don't come after midday.

**March 12th / 13th 2016** - Indian Harley club of Bunbury Two Day Rally. Get registration forms in asap. Forms available online.

<https://ihc.wildapricot.org/event-2082638>

**April 3rd** - Pop's run (Brian Smallwood's run.)

**April 17th** - Shannons Classic car Show at Whiteman Park. 9am – 3pm. More details to come.

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

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

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### **Other Events (optional)**

**Feb 21st 2016** - Alternatively you could attend the Northam Swap Meet.

**March 20th** - VMCC Swap meet at Cannington. 7.30am

**April 2nd/ 3rd** - Northam motorsport festival. Formally 'Flying Fifties'. Hill climb and motorkhana on Sat, street racing circuit [main event] on Sunday.

Any further information will be noted in ride calendar as event gets closer.  
Chris.



## **Safety Report**

Safety. It's all in a day's work. So they say.

Seeing as though we are down in Busselton for a few weeks doing what old farts do, I have been spending a bit of time on the bicycle rather than the motorcycle.

I reckon it is a great way to sharpen up your safety awareness ( especially on the cycle ways) and you soon work out that most of the dudes out there cycling, walking, jogging and shuffling, are all in a world of their own –holiday mode.

Every time I crank up the treadlies I am aware that many of these people should probably have, in the interests of general safety, stayed in bed. "But they bloody well don't, do they."

So it is ----- in the real world. OK let's cocoon them up in a motor vehicle, crank the radio up, turn on the aircon and add in the coffee to go sitting on the centre console, and you really do have a recipe for total self-absorption.

The only way to counter this state of affairs is to control your own destiny. I did that this morning even though last night we got a bit untidy so the cycle ride was safe, scenic and very enjoyable. Good for the soul actually.

So stay on top of the awareness thing and be alert and ready for the instant when it all does not go to plan.

I hope you all had a safe one too --- whatever you have been doing.

Regards

Brian.

*Early American Motorcycle Club*



## Committee Meeting Minutes

Meeting held on 11 February.

**Venue:** Glen's place

**Meeting opened:** 7.14pm

**Attendees:** Glen, Wayne, Mike, Chris, Rex, Barry, Lyndon (twice).

**Apologies:** Jeremy, Brian, Rob, Jim, Tim, Andrew.

**Minutes of the previous meeting:** Minutes of the December meeting read. Moved Wayne, Seconded Lyndon. Passed

**Business arising from the minutes:** General discussion regarding the purchase of the marquee.

### Correspondence in:

Albany Vintage and Classic magazines for Dec and Jan.  
Membership application from Dave Low.  
Information regarding setting up at Whiteman Park.  
Information regarding the Northam Motor Festival 2/3 April.  
Information regarding the Arthur Grady event.

### Correspondence out:

Magazines posted to Iva and Neville.  
Invoice sent to Shannons regarding advertising \$200.

### Business arising from correspondence

Northam Motorfeste listed as an optional event.

**Treasurer's Report:** Jeremy was absent but his emailed report was tabled.

As at 25 Jan we have \$2895.64 CR. However a number of dues have been deposited since that date. One member has paid in advance for three years. This option is open to all members.

The balance sheet for the Norm Lewis ride sees a credit for \$13.31.

Approximate anticipated known expenditure for 2016 is \$1200 being for insurance, post office box rental and CMC affiliation fees.

General discussion regarding the purchase of the marquee.  
Caps and shirts are available.

**Business arising from the Treasurers Report:** There will be a January meeting in future.

**Safety Officer's Report:** See elsewhere.

**Ride Coordinator's Report:** General discussion about inspection day, Bunbury Two day event and known events we usually participate in. Dates set for these.

Flatchat will continue to list other events that we become aware of members may wish to attend.

**General Business:** Dave Low's membership application was accepted. Welcome Dave.

**Meeting closed:** 8.40pm

**Next meeting** Tuesday 8 March Jeremy's place 44 Hinkler Road Kalamunda. 0438 929 341

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



## Updated Website

Have a look at our club website. Mike has been working hard to improve the site. Check out the side bar. There are past issues of Flatchat, membership form and links to other sites. Click in the link below.

<http://www.earlyamericanmotorcycleclub.asn.au/>



## Concessional License Register.

Please supply to Glen asap any deletions or additions you have made in the past year to your concessionally licensed bikes. This is important as we would like to keep the register up to date.



## Norm Lewis Ride Day Three

Sunday, Day Three of the Norm Lewis ride and hill-climb day in Albany. The organisers had the hill climb starting at 7 am so we had to get our act together early: not a drama for Boom Boom, Hamish and I and Graham was good to go at about 4.30am! Hammo and I managed to get going at about 5. Our plan was to head off early, get to the hill and be ready early. Andrew, Graham and I were racing and John was our trucky so we four headed to the hill at about 6am and left the

rest of the crew to pack the camp. John dropped the bikes and wandered back to get the rest of the group and the gear.

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### *Early American Motorcycle Club*



*Glamping*

Set up was easy. We all found our allocated spots and parked our bikes, gave the old girls a start and last minute tune then stood around and drank coffee' til 7am. We had a riders' brief and chat to the other riders then the guys did an orientation ride up the hill. By this time it was getting close to 8am and still no crew. A phone call revealed that one of the Harleys had crapped a battery, so that brought the tally to one Triumph, one Indian and a Harley that had electrical issues. A nice even score but one we could do without. Some of the guys waited and the rest wandered up to the hill.



*Graham's 1917 Indian Board tracker*

Graham and the immaculate 1917 Indian Board tracker where in group one. I think Graham was number two so he was first out, which was good because he had all of us for pit crew. The old girl started well and sat on the go line sounding sweet but when he hit the gas she started to break down. He made it up the hill but not with the style and grace we had hoped for. We had a tinker with the carb and the advance but after much tinkering we decided that the maggy was misbehaving. The second run up the hill was a little better but still not great. His third and final run was about the same. Still for a bike that had only been finished for a couple of weeks she went ok. With a bit more shake down and some improvements and she will be a rocket next year. The old girl was still the most photographed bike in the state over the weekend I recon.



*Andrew's Bobber*

The Scudmeister was in group two with his trusty Scout, sporting twin slash cut pipes for the weekend. It sounded awesome running up the hill. In contrast to Graham and myself he had no dramas at all. The scout went hard all day. I don't remember what bikes he was lined up next to for the first two runs but the last one he was up against a Honda Z50 monkey bike. Loose Bruce came over and told him that if he didn't beat the Z50 up the hill then don't bother coming back down. What we found out was that the Z50 had been tweaked a bit. Apparently it was a 160cc with a performance cam and wow it went hard. The Scudds was lying on the tank and ringing the old Scouts neck to beat it but beat it he did, probably not as convincingly as he would have hoped but he didn't have to hang his head riding past Bruce.



*Ready to go.*

My runs where ok -well the first one was. The old Chout went very well, pulled hard and ran sweet but the second run was different. I started just before take-off as usual so the old girl would not get too hot. But then the timer on the top of the hill crapped itself and I had to sit on the line. The guys said not to stress as it wouldn't be long. I thought maybe I should shut down but holding up everyone else isn't great so I just waited. I knew as soon as I took off something wasn't right. She wasn't running like she should. By the time I got to the top she was running on one. A bit of investigation in the pits after I got back revealed an oily plug on the back cylinder. So that was it for me. I put her on the truck and was pit bitch for the other guys for the last part of the day.

This sounds a bit one sided, which it is. I think you get caught up in the moment when you are racing and forget everyone else and rightly so as it is very exciting. That doesn't mean there was nothing else to see. There were plenty of very cool bikes at the event - Vinnies and Nortons, exotic Euros and hotrod Jap bikes. Definitely something for everyone.



*You put your left leg in.*

I think it was mostly done by 2pm so we loaded our bikes, rounded up the crew and hit the road again this time for Denmark. Guys this piece of road is very special and our caravan park site was sensational. Right on the banks of a river. By this time we were getting pretty slick at setting up the camp. I think it was done in about 15 minutes and everyone was parked up with a beer. Another great day.

The next day was interesting (and wet)

Regards Wayne (the Wog)



## Q&A # 37

# Smoking at Idle and wobbly steering

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 Wayne  
What causes smoke at idle?

A: I do like questions that are short and to the point. A couple of things will give you smoke at idle. One is over fueling which is easy to check – just adjust the idle circuit needle until you get a nice smooth idle (see previous tech tips for pointers on this one). If the idle mixture is rich then this will definitely cause it. Worn valve guides will do it as well. The other is worn rings and bore (oil consumption). A top end rebuild is the only cure for this one.

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If the carb tuning is ok and the bike runs ok, and as long as the smoke isn't too bad then don't worry about it. A little oil burn and smoke isn't the end of the world.

Q: When I slow down and low speed turn the bike feels a bit wobbly (Chief) any ideas?

A: Well mate, head stem bearings may be loose, or you may have worn, hard tyres or incorrect wheel offset and loose wheel bearings. All of these will give you low speed instability. Check all these things first then give it another try.

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)



## Help Wanted!

Hi folk

For a long while I have been running a Q & A segment and Tech Tips in our beloved mag. I would like a bit of input from you guys if you can. I try to cover all of the relevant questions I'm asked regularly but I don't know what everyone actually wants. Am I aiming too high? Would you like more basic info? Or should I get more in-depth? Also I know many of you folks have done restorations so I would like a report on a couple of them please or if you like some interesting stories from exciting trips or rallies you've attended.

So instead of parking up in front of the telly with one hand down your pants spare us a couple of hours and put pen to paper (or finger to keyboard) and share some of the adventures you've had.

El Presidente (Wog)

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