



# FlatChat

## EARLY AMERICAN MOTORCYCLE CLUB

Issue 187

Views of correspondents may not necessarily be those of the club

January 2017

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The 1915 Iver Johnson had many thoughtful design touches but it wasn't particularly powerful.

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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**

# President's Report

G'day EAMC members,

I hope you all had a Merry Christmas. Hopefully old fatso dropped off some wanted goodies, not something like a red dot tooth extractor or some other useless piece of shhstuff that will be put in the recycle bin in the vague hope that it will return to China and come back as something useful next time around. I love Christmas!

Now that I have got that off my chest, I would like to wish all members and their families a happy and healthy new year. May your motorcycle/s carry you on many a fun, safe and trouble free miles this year. As for the bruised knuckle brigade, those of us rebuilding a bike, hopefully it all goes to plan and you enjoy the experience once you stop swearing at it.

If you have any suggestions to help improve our club, please contact any of your elected members so that your ideas can be discussed at the monthly meetings. Also remember that any member or prospective member is welcome to the meetings. A thing that I am passionate about is that if you have anything to buy, sell, swap or a service to offer please contact Glen to advertise in your magazine Flatchat. In the case of buy, sell or swap and you wish to start advertising in between issues of Flatchat, once again please contact a committee member or Glen so that it can be put out there to give your fellow members first option.

Any member who is not financial, please pay your membership IMMEDIATELY. "Where an owner of a vehicle licensed with a 404 concession is no longer a financial member of an approved historic motoring club, they are no longer entitled to receive a 404 concession". This quote is from the Council of Motoring Clubs Concessional License Code 404 Information Booklet Page 10. Also in the booklet Page 5 "Clubs can have their approved status cancelled if their members do not follow the rules". Once again if you are not financial, please pay NOW, and until you are a financial club member do not ride your bike out of the driveway.

Hami

**M: 0417918162 email:ghamieamc106@gmail.com.**

*Early American Motorcycle Club*



# Committee Meeting Minutes

Meeting held on 10 January 2017

**Venue:** Brians' place  
**Meeting opened** 7.05pm.

**Attendees:** Brian, Chris, Glen, Jeremy, Greg, Barry, Rob, Andrew.

**Apologies:** Mike, Jim, Tim JJ.

**Minutes of previous meeting:** Minutes of December meeting read. Moved Andrew, Seconded Brian. Passed.

**Business arising from the minutes.** Rob and Glen will look into designing a business card.

**Correspondence In:** Nil.

**Correspondence out:** Magazine posted to Neville and Ivor. Moved Rob, seconded Barry that the correspondence be received. Passed.

**Business arising from the correspondence:** Nil..

**Treasurer's Report:**

- \$2167.20 CR. \$39.50 cheque not banked as yet.
  - Forty three have renewed their membership to date.
  - Glen reimbursed \$39.50 for stationery.
- Moved Lyndon Seconded Rob that the Treasurer's report be received. Passed.

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

Glen to send email to unfinancial members stating that they will not receive Flatchat and any concessionally registered bikes they have will be unlicensed.  
Chris to contact Jim about property.

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

**Ride Coordinator's Report:**

General discussion about destinations and routes for the coming year. Also mid-week rides were discussed. See Saddle Up.

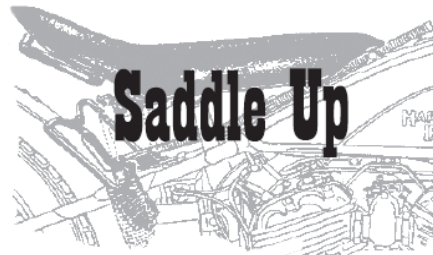
## General Business

- Code 404 booklet distributed to Committee members.
- More discussion about mid-week rides and Committee members organising a ride roster.
- Rob and Glen to investigate business cards

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

Meeting closed at 8.20pm

Next meeting: 7 February Jeremy's Place 44 Hinkler Road, WA, 6076. 0438 929 341



We are keen to hear from members for ride destinations and routes. Members can do informal mid-week rides provided a Committee member is contacted. Mike has put an impromptu ride register on the web site.

- **Inspection morning at Wayne's place** - 21 January. Ride beforehand. Meet Caltex Midvale 8.00am.
- **Midland Railway Workshop Show and Shine.** The Vintage Collective Markets. 29 January. 11am until 3.pm. See below link.  
<http://www.thevintagecollectivemarkets.com.au/show-and-shine/>
- **Rockingham Ride** – 12 February. Meet at BP Kewdale 534 Abernethy Road corner McDowell Street. 7.00am or go straight to Chris's place at 8.00am for a 9.am departure. Light breakfast on offer.
- **Northam Swap Meet** – 19 Feb.
- **VMCC Swap Meet** – 26 March 2017. Cannington Agricultural Showgrounds. 8.00am until 11.00 am.
- **Bunbury Two Day** – 11 and 12 March.
- **Classic car Show**- 23 April. Ascot racecourse.
- **Arthur Grady event in Fremantle** – 27 May.
- **AMCA Australian Chapter launch** – 25 to 27 August Bulli Showgrounds N.S.W.



## Ride Calendar

• **Inspection Morning** - Saturday 21 January at Wayne's place from 8.30 am until midday. Here is an opportunity to have your bike given the once over and a chance to catch up with members. Ride beforehand.

• **Rockingham Ride** – 12 February. Meet at BP Kewdale 534 Abernethy Road corner McDowell Street. 7.00am or go straight to Chris's place at 8.00am for a 9.am departure. Light breakfast on offer.

• **Bunbury Two Day** – 11 and 12 March. Register online. For more information see the [Information Pack](#). If you would like to post your entry in please download the [Entry Pack](#).

Please direct any queries about the rally to Glenda Patterson on 0417018225 or Murray & Sharon Rudler 08 97315406.

• **Classic car Show** – 23 April. Ascot Race Course.

• **Arthur Grady event in Fremantle** – 27 May.

### Other Events (optional)

• **Midland Railway Workshop Show and Shine. The Vintage Collective Markets.** 29 January. 11am to 3pm. See below link.

<http://www.thevintagecollectivemarkets.com.au/show-and-shine/>

• **Northam Swap Meet** – 19 Feb.

• **VMCC Swap Meet** – 26 March 2017. Cannington Agricultural Showgrounds. 8.00am until 11.00 am.

**Roaring Twenties Run** – 1st & 2nd April 2017 VMCC.

Open to all pre 1931 bikes

The run starts and finishes at Boyanup – with an overnight stop at Nannup.

Perpetual trophy to whoever rides in the spirit of the event.

Best vintage trophy

Best veteran trophy

Best small bike trophy

Special award for all belt drivers

Plus more awards and grande raffle Saturday night

Bike display in Nannup Sat' afternoon

Run by the Pre-31 Section VMCCWA Inc

Book your own accommodation at hotel a.s.a.p !

Limited rooms. Mention VMCCWA

Ph Nannup hotel 9756 1080

• See registration form at the end of this magazine.

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

## Ride Register

Register your Impromptu Ride with the Club through the website.

To comply with the rules of the Revised Code 404 Registration all Club Registered Bikes need to inform the club of all organised rides.

### **8. RESTRICTED VEHICLE USE**

**Vehicle owners must confine their vehicle's use to the following:**

- **Any recorded event organised by an approved club.**
- **In normal circumstances, the event should be advertised in your club's newsletter, magazine or website; however use of a vehicle participating in an impromptu event involving one, or more vehicles, may be acceptable, and must be recorded in your club's official 'Run Log'.**

I have created a simple form that can be accessed through the club website that will allow for the recording of an impromptu ride by any member of the club that has access to the club website.

Here is the [LINK](#) which will open the link on the Club Website.

<http://www.eamc.asn.au/register-a-ride> if you want to copy and paste to your browser. Here is the Link to the [Ride Register](#)

When you open the link you will be presented with a form that you will require you to fill in some information before you submit. The information will be collated into a spreadsheet that can you used as an Official record of any impromptu rides for Code 404.

You will need to fill in.

1. Your Name
2. Your Club Membership Number #
3. Date of the Ride
4. What was the purpose of the Ride?
5. Information regarding the Bikes that attended. Rego Number of Bike # – Membership No # - Surname of Rider **example: # IN741 - #86 - Tolj**
6. Fill in information for number of bikes attending -there is room for up to ten bikes
7. When you have completed the information click submit and it is all done. An email is sent off to the Club Email Address notifying of an organised impromptu ride.

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

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



## Safety Report

Safety and how things change

Just when you think we had the year locked away and we were giving ourselves a pat on the back for ticking all the safety boxes we learn that our very own Bill Walton found some gravel on a series of bends on a bitumen road down Bencubbin way.

The bends ahead were signposted with the usual black snake on a yellow background but Rob and Greg told me the bend tightened up and as it did there was gravel on the surface and several of the small group of riders had a moment. In Bill's case unfortunately the 94 Harley he was riding slid on the gravel and Bill went down. A shaken, but not too damaged, Billy Walton lost some skin on his arm and he copped a few bruises. With 63 years of two wheels experience behind him Bill says this is his first proper crash. He also stated that he never cleaned his visor at the previous fuel stop and the bugs were bad and consequently his vision was not real clear. Maybe that was a factor but he is not making excuses.

Speed was not a factor and certainly there is no lack of experience and riding skills with those in the group. It was just a very pleasant country trip that suddenly got disrupted in a rather unpleasant way. However the bottom line is that there was no serious harm done and for this we can all give a sigh of relief.

Is there a safety lesson in this somewhere?

My answer to that is, no, there is no new lesson to be learnt, as I am sure we all know this stuff to the point of boredom.

You might disagree with my comment regarding no new lesson but I guess what I am trying to say is that it is one of those incidents that can happen to any one of us. So Bill's misfortune is a real time reminder to us that at all times, and in all situations, none of the members of the EAMC should ever become complacent when we are out there in the breeze on a motorcycle.

As for Bill, we are sorry mate that you had an "off" but pleased to hear that the outcome was not too bad thanks to a visit to the Corrigin Hospital. He had made a good recovery in the six weeks since the tumble.

On this note I might just mention that I am more aware of this type of situation when riding the old Chief than I am on my more modern (cruise control, ABS, heated grips- yeh I know it is a real bummer) Harley. Reason for this is more to do with the tyres and brakes and the amount of grip, or lack of, and the difference between the old and the new. The tyres on the Chief will never wear out but they do get harder rubber as they age. Hmmm maybe I'd better go and check them out or give them a dose of traction compound.

Also last year Kevin Badby had a serious altercation with a kangaroo near Cervantes whilst returning from a Jurien Bay Run. Fortunately Kevin is OK except for significant bruising, two fractured ribs and a lot of lost bark after a big spill. The Vincent however will require major surgery. A very unfortunate incident and we wish Kevin a speedy recovery.



So perhaps we can all take advantage to have our machines checked at the Inspection morning at Wayne's on 21 January.

I'm looking forward to seeing you all on a ride soon.

Regards

Brian in Safety (Pop)

## Wanted

Harley Davidson Evolution

Preferably Fatboy or Heritage or similar.

Stock, full license & running. However will consider other models and condition.

Contact Tim Creighton – 0407959692 (Member 109).

## For Sale

A friend of mine has a very nice 63 pan. Very original and good. Wants \$30 000 for it. Stuart.





## Iver Johnson Motorcycles

The 1915 Iver Johnson motorcycle was one of the last models produced by a company better known for its bicycles and firearms. The motorcycle used a V-twin that displaced 1020 cc, which was far less than the other V-twins of the era. While attempting to incorporate interesting design points, the 1915 Iver Johnson was ultimately a beautiful machine with little power.



Upper frame tubes that followed the contour of the fuel tank were a notable feature of Iver Johnson motorcycles, including this 1915 model.



Distinctive elements included the painted crankcase guards and cast floorboards.



The sharp angle between the intake manifold and head did not encourage efficient engine breathing.



## Margo the 1923 Scout #4

With our last episode Margo the 1923 Scout was almost completed. I still had a couple of things to do but she was close. The big thing was a primary drive idler gear. My mate Ziggy in Washington tracked a good used one down for me and sent it. It took a while for it to get here with me waiting by the mailbox every day for a week but on 23 December it finally turned up. Was I excited? You bet. Dean my mate from Engine Machining Services had finished my barrels the week before, so I had already spent a couple of days grinding valve seats, gapping rings and fitting the barrels. But I couldn't start it because of the idler gear.

The rest of the bike was good to go so all I needed was to hone the bearing bore of the idler, size up some roller bearings to fit it to the shaft and set the gear side clearance. This is done with spacer washers and gaskets and it is time consuming. By mid afternoon the primary was fitted. Jimmy showed up about this time so he filled the gearbox/primary oil up while I poured in some fuel and oil.

So that was it. She was ready for a start. We decided that we could cheat with my heavy duty drill on the kicker shaft. This would give the old tart her first taste of electric starting and also save a bit of thong rubber kicking the old girl while I tuned the Schebler. So with Jimmy manning the drill, me on the decompressor, fuel and oil turned on, we gave her a turn and bugger me she started first go -ran like crap but she started and ran. A bit of tinkering with the carb and she sat and idled like a new one.

While all of this action was happening the old tart had a mild dummy spit and developed a fuel leak (tank) and the carby float started sticking, so we called it a day and sat back for a couple of frothies. What a day! She had come back to life after at least 50 years of retirement.

On Christmas Eve the girls went shopping so I headed for the shed. Actually I was in there before they got out of bed so by 7 am the tank was fixed, the carby was sorted and she was good for another go. Jimmy arrived about 9.00am so we got back into the tuning. After about fifteen minutes we had her running pretty well- the idle was a little high but she was purring. So what the heck, it was ride time. Jimmy fired up Linda (my 101 Scout) and followed me just in case. Out on the road I adjusted the high idle, then stopped to reset the low idle (early Scheblers are a bit finicky) and I discovered the next drama, bloody oil leak from the primary. Ah well back to the shed. So a bit more tinkering was called for. I dropped the outer primary off to change out the clutch. I had fitted an original 1923 clutch which was pretty ordinary and slipped like a bastard so I swapped it out with the clutch from my 1926 Scout which is in bits for a freshen up. While it was in bits I fixed the oil leak and we were good to go for ride three. Woo hoo.

This one was a bit more fun. The old tart was running well, no oil leaks and no fuel issues so we did a blocky, which in the hills is about 10km. To say I was surprised would be an understatement as she rode very well; smooth and torquey with very little vibration. Bloody wonderful. I love it. Then on to the next drama. The brakes where crap. I'm talking blind panic and brown trousers when I was braking! Crap. Ah well a job for after new year.

December the 26<sup>th</sup>. My girls were off doing girl things again so back to the shed for me. I pulled the old single jet Schebler to bits and made a new butterfly that was a bit tighter in the body. This reduces air leakage around the butterfly and should bring the idle down considerably. Then I pulled the manifold off and tidied up the mounting faces onto the barrels to further reduce leakage. Then lastly I pulled the magneto to bits and adjusted it so I had a little more retard, a careful reassemble and she started straight up with two kicks. Now because I had fixed all of the air leakage problems she was now running rich again, so I adjusted the carb again and voila she idled perfectly.

January the 3<sup>rd</sup> and nobody is open over the Christmas period so this was the first day I could get my brakes sorted. I went and saw the guys at brake and clutch in Malaga and dropped the bands off.

They rang me in the afternoon and I went and got them again (those guys are great), back to the shed and fitted the reconditioned bands.

And what do you - know I had brakes. Not great brakes but it's gone from brown trousers to a small pucker with mild concern when braking which is a huge improvement.

And that folks is that. I still have a couple of things to do, like setting up the oil pump. This is part of the run in process on these old girls and of course the run in itself which will take a while but she is pretty much sorted. Oh and she now starts with just two kicks, which is pretty good for almost 100 years old.



So that's it. Another Indian on the road. What's it like to ride now? If you haven't ridden an early Scout you really should as they are very nice bikes- surprisingly torquey and smooth, easy to start and they ride hands off. What can I say? I'm in love. A word of caution though, as Jimmy says, "They f'""k you up" because if you ride one you will want one.

A couple of big thank yous are definitely in order. Firstly to Graham. Thank you for giving me the opportunity to own this fine machine and for trading me parts and tracking down contacts for parts and Jimmy for the support and help over the course of the build.

Thanks guys . Keep the shiny side up.

Regards

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

*Early American Motorcycle Club*



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**Membership Fees are overdue.**

**If you have not paid by now then your concessionally licensed bike is unregistered.**

See page two for how to pay electronically.  
Commonwealth bank BSB: 066 100  
Account: 1021 0659

**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



**Roaring Twenties Pre 31 Ride Entry Form**  
**Saturday 1st APRIL and Sunday 2nd APRIL 2017**

Entry fee \$25.00 (Please add \$10 extra if partner or passenger stays for the BBQ).  
Make cheques/money order payable to "Pre 31 section VMCC of WA" or direct transfer ANZ BSB 016-499  
account 4819-77532 and ensure you "ADD YOUR NAME".  
Post to Ken Vincent, 33 Spring Road Kalamunda 6076. Entries close on the 24<sup>th</sup> MARCH 2017

RIDER \_\_\_\_\_ / \_\_\_\_\_ PASSENGER:

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_ AREA CODE \_\_\_\_\_

CONTACT PH No \_\_\_\_\_ MOBILE \_\_\_\_\_ E'MAIL \_\_\_\_\_

CLUB AND MEMBERSHIP NUMBER \_\_\_\_\_ MACHINE No \_\_\_\_\_

MAKE OF MACHINE \_\_\_\_\_ YEAR \_\_\_\_\_ HP/CC \_\_\_\_\_

SOLO OR SIDECAR \_\_\_\_\_ REGO NUMBER \_\_\_\_\_

**Condition of entry: Machines must be PRE 1931**

Declaration and Indemnity: I hereby agree to abide by the regulations and constitution of the VMCC of WA (inc) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the vintage M.C.C. of WA (inc), the promoters and organisers and all other club members, their respective officials, servants, agents and representatives against all act claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and I hold the appropriate drivers license.

APPLICANTS SIGNATURE .....Date.....

PASSENGERS SIGNATURE .....Date.....

Start time is at **10.AM** from outside Boyanup Transport Museum, Turner Street, Boyanup.

Secure parking is available overnight in the museum grounds open from 8am

Accommodation: Nannup Hotel 9756 1080, Nannup Caravan Park 9756 1211

Fee includes overnight parking and Sunday BBQ

Any queries please contact Ken on 9293 2093