



# FlatChat

## EARLY AMERICAN MOTORCYCLE CLUB

Issue 180

Views of correspondents may not necessarily be those of the club

May 2016

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*Geo and his U Model*

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## President's Report

Hi folks

Yep it's winter which means wet weather and cold mornings. Not great for early morning rides but during the day it's usually glorious (or raining). I love winter and the old bikes love it as they run so much sweeter when it's cold.

So what's new? The new marquee is here and it is very stylish. I think it was the best marquee at Whiteman Park, although I might be a tad biased because my bike is on it - along with Glen's U (yes that looks fabbo as well). We have been asked to bring it to the Arthur Grady run so if you get there, check it out.

Whiteman Park was pretty good. The marquee seemed to catch people's eye and Graham Hammond's immaculately presented Indians fascinated everyone. People were intrigued at the starting procedures and of course that exhaust sound impresses too. Our thanks are extended to all who brought out bikes and cars and thanks also to Mike for again providing food and drinks. It is greatly appreciated. Most of us got a bit wet in the morning and drowned in the arvo on the way home. I received a text from Bruce and Tanya about 4pm saying they aren't Indian - they are submarines. Apparently it poured down going through Wanneroo.

We are having discussions about bike cutoff years at the moment. Some of the guys want to include Shovel heads so we can get more members. There are arguments for both yes and no. On the yes side it is hard for younger guys to get into our older machines because of the cost and a Shovel or early Sportster is a good cheap entry level American vintage bike (yep they are vintage). Downsides are that these bikes are faster and will tend to leave us behind but that is not a huge problem. However we don't want people that are only joining us for the cheap rego, so vetting members will be considerably harder. Club rego is a privilege and we don't want to jeopardise that by having people using a late model bike as a daily rider on club rego.

Nothing is going to happen in a hurry (probably an AGM discussion point) so if you want to add to the discussion feel free to drop a line to Glen or me and we will add your voice to the debate.

Have a good week and we hope to see you on a ride soon

Keep the shiny side up.

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



# Committee Meeting Minutes

## Committee Meeting Minutes

Meeting held on 10 May 2016

**Venue:** Rex' place

**Meeting opened** 7.08pm

**Attendees:** Rex, Glen, Jeremy, Mike, Barry, Rob, Wayne Tim.

### Apologies:

Chris, Brian, Lyndon.

**Minutes of previous meeting:** Minutes of April meeting read.

Moved Mike, Seconded Rex. Passed.

### Business arising from the minutes.

- \$180 paid to Wayne for fast freight of the marquee.

### Correspondence In:

- Bindoon Historic Vehicle day 18 Sept.
- CMC calendar of events.
- CMC minutes for April.
- Big Boys Toys event 4 Sept.
- Matters of the Mount.
- Membership applications from Mark Davey and Chris Green.

### Correspondence out:

- Magazine posted to Iva and Neville.

Moved Wayne seconded Rob that the correspondence be received. Passed.

### Business arising from the correspondence:

Nil

### Treasurer's Report:

Opening balance \$1595.85CR. \$115 received from Graham Hammond. \$180 reimbursed to Wayne.

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

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

- General discussion concerning late payment of fees. Notice to be put in Flatchat.

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

### Ride Coordinator's Report:

- Whiteman Park was quite successful. The marquee and Graham's bikes drew in a crowd. Thanks are extended to all who brought bikes as well as to Mike for organising food and drink.
- The pre-48 ride to Quindanning was a good event. The hotel was booked out. A good turnout despite the wet and muddy weather. This has inspired Jim and Wayne to consider planning an overnigher for pre-1930 bikes.
- The Busselton Two day was a good event too. 20 to 30 bikes. Unfortunately Tim's broke down. It is great to see clubs interacting. Jim and Wayne proposed to organise an overnigher possibly to York/Beverly for pre-1930 bikes and invite other clubs to attend. Details TBA.

- General discussion concerning National Heritage Day ride and the Arthur Grady event.

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](http://www.bikeshedtimes.com)

See Saddle up for details.

### General Business

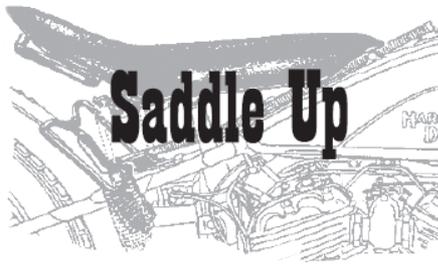
- Membership applications from Mark Davey and Chris Green accepted but Chris' will not be processed until fees are deposited.
- Barry contacted the Boab Tavern to enquire about opening times on Sundays. They are open from 10.00am. Possible July ride to here for lunch.
- Glen read out all sections of the new "Model Rules" (Constitution) from the Dept. Commerce legislation concerning Associations. As we are a small club the changes won't interfere with or burden the club's administration as the Committee has chosen to adopt the Dept. Commerce "Model Rules" as our constitution. However we do have the opportunity to review and vary a few things. There was discussion of the following points
  - AGM quorum is currently ten members. Suggest changing that to eight. Matter to be tabled at this year's AGM.
  - Committee meeting quorum to be five members.
  - General meeting quorum to be five members. As we invite club members to Committee Meetings our Committee and General meetings are the same meeting. Other clubs eg VMCC have separate meetings for Committee and General.
  - On the membership application form provide a space for stating why you wish to join the club.
  - Discussion about deleting the words "manufactured before 1966."
  - Discussion about adhering to cut off date for payment of membership fees.

The Committee will continue to discuss possible variations to our constitution using the "Model Rules". We have three years to do this.

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

Meeting closed at 8.41pm

Next meeting: 14 June 7.00pm Tim's' place 9 Waterwheel Road North, Bedfordale. 0407 959 692



Chris and Brian are away for extended caravan journeys around Australia so we will be without a ride coordinator as such. However the Committee has discussed several ideas for future rides. An interesting one is proposed by Jim and Wayne being a pre-1930 ride to an overnight destination such as York or Beverly. A date and details have yet to be decided as contact is being made with other clubs such as VMCC, Indian club and Bunbury Indian Harley Club. The recent rides coordinated by Bunbury (such as the pre-48 overnighter to Quindanning) and VMCC Busselton Two day have proved very successful with riders from this and other clubs participating. Stay tuned for updates on this one.

Wayne’s Chittering Choof

We haven’t done a run through the Chittering Valley for a while so I have decided to ride captain a run through the lower Chittering Valley, Joulimar forest road to Toodyay for brekky/ brunch at the Coke café then down Toodyay road and home. Start at the Caltex in Midland (Farrel Road) at 8.30 sharp on the 5<sup>th</sup> of June. Ride fee of \$5 per head going to general club funds. The ride up Gt Northern will be fastish but after that I plan on a casual cruise for the rest of the ride. Y’all be there. Wayne.

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](http://www.bikeshedtimes.com)

**June 5<sup>th</sup> – Wayne’s Chittering Choof.** Meet at Caltex Midvale at 8.30am. Ride through lower Chittering Valley to Toodyay. \$5 ride fee for club funds.

**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>



**Membership Fees**

This is becoming out of hand. This year we had a difficult time collecting fees. Despite many reminders in Flatchat and specific emails to individuals there were some fees still outstanding in April. This really shouldn’t happen should it?

Fees are due, that is needs to be in the bank, by 31 December each year. We send out reminders via Flatchat starting in October. The bank details are always printed on page two of each issue. Electronic banking is preferred as we can readily see who has paid.

Next year we will be much more strict in policing this. Be warned. If you haven’t paid your fees we will take steps to advise Council of Motoring Clubs and the Department of Transport that you are not a financial member and your concessional license may be revoked. Enough is enough guys. Please do the right thing and get your fees in by the end of the year.



**Ride Calendar**

**May 15<sup>th</sup> – National Motoring Heritage Day.** Starting at 9:00 from the BP Kewdale - [LINK Map Start](#)

We will head up the hill and across to the Dome in Kalamunda for Morning Tea - [LINK Dome](#)

From there down the Zig Zag across Bushmead and the back way into Guildford.

Arriving at Whiteman Park after 11:00 AM to park in front of the Motor Museum. - [LINK Motor Museum](#)

We have been given Discounted Entry to the Motor Museum \$5:00 or hangout the front and talk to passersby.

Leaving Whiteman Park around 12:30 - 12:45 to head for the IronBark Brewery for Lunch. 10 mins from Whiteman Park - [LINK](#)

Iron Bark Brewery Menu - [Link](#)

I have extended this ride out to Members of the Indian Motorcycle Club of WA as well.

**May 28<sup>th</sup> - Saturday - Arthur Grady Event at Kings Square Fremantle.**

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



**On Two Wheels**

Check out this video featuring some club members. Click on the link below then scroll down the menu on the left hand side a little way.

<https://www.facebook.com/On-Two-Wheels-TV-105434289497701/>



# Safety Report

The Bunbury Indian Harley Club along included in their presentation packs a well put together booklet with some interesting stuff- some of which related to motorcycling in 1906. Fascinating reading which referred to the "driving" of a motorcycle. Good information for most people wishing to get into motorcycling at the time. Most probably they could ride a horse or a goat, steer a horse and trap and possibly they were somewhat experienced with a bicycle but no way when it comes to a 1906 motorcycle. Hard to imagine what they thought.

Just for fun I thought I would pinch points 1 and 2 from this booklet and reproduce herewith for those in our club who could not make it to Bunbury.

What do you think of point #1 from 1906?

Point #1. Adjust pace so as to be able to stop dead before farthest point of vision is reached.

My comment on this is it needs thinking about and is somewhat philosophical perhaps but is still true to this day- unless you run a set of pace notes in a rally car or you are racing and know the track well

Point #2. Always be prepared for the unexpected eg a child's dart out from an alley, a cyclist's wobble, a block in the traffic around a corner, passengers dismounting from a tram, traffic entering at speed from by roads, vehicles in front stopping suddenly, vehicles behind not stopping when you stop, a tyre burst at speed, a failure of the brakes when most required, swerves of passing or oncoming cars especially if handled by ladies or when roads are greasy, attempted suicide by dogs, cows, sheep, pigs, old ladies and children, cap throwing by small boys. The best precaution is to have one hand permanently on the switch or valve lifter, and the other near the brakes. Don't trouble about the scenery when you are riding really fast.

Seems to me they had it right 110 years ago and most of this stuff applies to this day. Wonder what the ladies thought back then about the comment on "oncoming cars especially if handled by ladies".

What they say about protective clothing is in the same vein:

*Cap should be thick, even for summer use.*

*Boots should have hobnailed soles.* Crikey remember them?

*Oilskins are better and cheaper than special waterproof overalls.*

To sum up, we in 2016 are extremely spoilt with training, safety information, and with the range and quality of pretty much everything to do with kitting up in the modern era to have a safe and comfortable ride. Kevlar jeans to slide on with cammo design. Phew.

And yet you still get the dudes in 2016 who, if you took them back 110 years and threw them in the deep end with a new 1906 motorcycle, would want to hit the streets without any preparation.

What can I say? Some things don't change and never will.

So whilst Chris and I are away, ride free and enjoy but keep alert for oncoming chicks in automobiles complete with takeaway latte, dental floss, hair dryer, mobile phone, iPad, iPod, baby on board sign, and in some cases sitting so low as not to be seen over the steering wheel. Yes I know you have seen some or all of that haven't you.

Cheers  
Pop in Safety.



## Kellerberrin Swamp Monster

Most of you folk know that I have a bit of a soft spot for an Indian, particularly old ones, so recently when I had the opportunity to get into an early Scout I jumped at it.

The bike was about 80 % there and dripping with patina so I figured it would make a nice ornament. Well that was the plan anyway. But the terrible disease I have is that I can't leave bikes as is and within a couple of days I decided it would be nice if it rolled around a little better, so I stripped out the wheels and front end and started fixing.



The first job was the wheels so the rear wheel came out and got some good original bearings that I had left over from my 26 project (Debbie), clean and straighten everything, make a new axle and she was sweet- even fixed the brake. The front was a different story. There was a wheel but it was from something else and the wrong size, so I dug around and found a hub and rim, fitted new bearings to the hub and then tackled the spokes. Then the drama started.

I rang a few mates that I thought might have old wheels that I could strip the spokes out of, but came up empty handed every time. No one had anything. The last guy I rang was my old mate Budgie (Spoke Wheels). When I told Budgie I wanted some rusty spokes to lace up a wheel he called me something rude. I explained that the bike was old and rusty and I liked it that way hence the rusty spokes. We dug around for a while looking for old wheels to strip with no luck and then decided to use unplated spokes and make them rusty (probably a bit safer as well). So a quick trip down to K&D chrome to strip the plating off some blanks then back to Spoke Wheels and fitted them. The wheel trued up pretty well considering its age and the spokes were going rusty already – cool. I had an old tyre so we fitted that as well and I was good to go with a front wheel.

Back home with my wheel I set about making the front end and suspension right. Next problem? Everything was rusted solid and the front spring had a broken leaf – bugger. Ah well I had started so I may as well finish. I stripped the spring and cut a new leaf from an old Land rover rear that I had (same thickness). That was that done then I set about sorting the suspension. With lots of CRC and patience, that all came apart slowly. I made a couple of new rocker pins, some new bushes and it went back together nicely. Even worked as it should - cool.

I fitted new bearings in the head stem, then went to fit it all back into the frame. Next issue – bent frame. So out with the stringline and my straightening tools and I spent half a day sorting that out. Finally the forks fitted. This was turning into a major mission. So there she was sitting on legs and looking a little more complete. Beautiful.

There it sat in the middle of the shed with me admiring it every time I walked past. Love it. This lasted for a day and then I thought “I wonder what the engine is like?” (yes I have issues). Maybe I will pull it down just in case it’s an easy fix and I can make it run. This was almost immediately a bad plan. Getting into the engine I found it was full (to the top of the cases) with mud. Bugger. The gearbox as well was full (see the pic). The front cylinder had failed a piston and split the bore and the rear was already bored to .060 and had the exhaust port broken off. The front rod had been welded and then bronzed as well so it was also crapola. Wow this had definitely been a well-used bike. What the hell I like a challenge.



So I spent the next two days stripping, cleaning and blasting the inside of everything. What a mess. The gearbox took a day just to strip. I had to make some special tools to press the cluster shaft out and then go to my mate Bob and use his 50 ton press because my 10 tonner wouldn’t move it. As you may know rust isn’t kind to steel, so quite a lot of the internals were foobah.

I saved the output driver gear and the main shaft, and then had to dig through my 20’s Scout parts for stuff that might work. After another day on the gearbox and lots of hard work I had the gearbox rebuilt. Very nice.

After the gearbox I thought “Maybe the engine is better”. Ever the optimist. In short no it wasn’t. As I mentioned earlier the reason the engine had stopped was it had failed a front piston. When I say failed you are probably thinking seized or walked out a gudgeon pin and damaged the bore, but no this was a cast iron piston so it had shattered leaving just the gudgeon (piston pin) smashing around in the cylinder. So there were huge gouge marks up and down the bore. If this were something easier to find parts for you would throw both barrels in the bin and start with something better, but alas early 20’s Scout blind barrels don’t grow on trees. In fact I’ve never seen any for sale and I’m always looking.



Splitting the cases was a mission as well. With the barrels off and the cam case stripped out, I started gently tapping the cases to get them to move on the shafts. About two hours and lots of CRC later one side started to move and then came apart. As the cases split about a shovel full of dirt dropped onto my bench. Nice one. Lots of the internals were rusted beyond reusability. The flywheels cleaned up ok and one rod is a maybe, but the shafts, housings, a couple of cam case idler gears and a pinion gear are junk.

So the plan now? I’m going to repair the barrels which will be interesting (more about that in a future installment), hunt down a forked con rod, buy new bearing housings, shafts and pistons then start the rebuild.

So in hindsight perhaps I should have let the old tart enjoy a rusting retirement but what the hell- she can come back and do what she was made to do, that is, carry fat old men around on Sundays.

Keep the shiny side up.

Regards

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



## Q&A #40

### Pistons and Oils

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. What pistons would you recommend for a 600 Scout? The only ones I've found readily available are JP Pistons out of S.A. Everyone I talk to tells me they are junk and not to use them but what are the options?

A: Mate you can get them made in the US if you send dimensions to Ross or Venolia. They will make a very nice set for you. Alternatively there are some US made off the shelf pistons available. If you talk to Ziggy (Ziggy's Motorworks) he can track them down for you.

I have run JP pistons and yes they are worse than junk. They are poor quality material that over expands with heat and will seize in the bore. I believe the only way to make them work is to run massive clearances (.006 to .008) and huge ring gaps (.014 to .018). Their Chief pistons are even worse. They are 130 grams heavier than standard which means you will have to rebalance your flywheels if you use them and they're made from the same crap material. So again huge clearances and ring gaps.

Q: Mate, what oil should I be running in my engine (Scout)?

A: I have covered this before a couple of times but really a quality off the shelf mineral oil is what works well. There is a lot of misleading horse shit out there about what is good for your engine and many of the auto parts store staff have opinions as well. Again this will be sales pitch and generally horse shit again.

Have a good read of the back of the package to be sure it is mineral oil ONLY and select a 15W40 or 20W50. Most manufacturers will have a blend for older cars that will work well for us. I would avoid using synthetic but that's up to you. And when you find an oil that works for you always use the same type and brand as many oils have add packs that are incompatible so mixing is not advisable.

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.

## Arthur Grady Ride and Display Fremantle Heritage Festival

Saturday 28 May 2016

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

<b>08:00hrs</b> <b>11:00hrs</b>	–	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
<b>10:00hrs</b>		Ride from Hilton Park Bowling club leaves for Kings Square (see details below)
<b>11:00hrs</b>		All utes, trailers and vans (any other vehicles not on display) clear of Kings Square
<b>11:30hrs</b>		Arthur Grady Ride Departs Kings Square (pre 1955 only)
<b>12:30hrs</b>		Arthur Grady Ride Returns to Kings Square
<b>12:30hrs</b> <b>15:00hrs</b>	–	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](mailto:alexm@fremantle.wa.gov.au)**



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