



FlatChat

EARLY AMERICAN MOTORCYCLE CLUB

Issue 185

Views of correspondents may not necessarily be those of the club

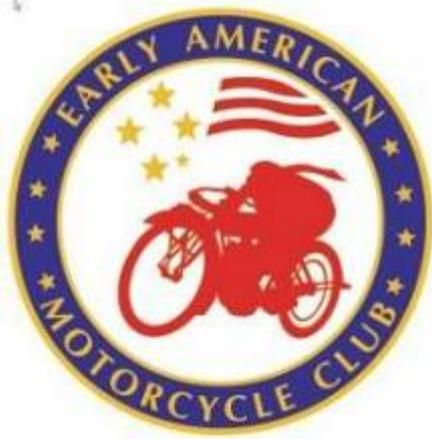
November 2016



Happy riders at the Albany Hill Climb event

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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 & Wayne Elezovich
Safety Coordinator:	Brian Smallwood
Property Officer:	Jim Merkouris
Web Master:	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

Hi folks

It's me Wayne, your new president. Well the same old president but newly re-elected.

This is our first mag post AGM so I would first like to thank all of the outgoing committee members for their massive contributions throughout the last year. Thanks again folks as it's been a pleasure and an honour to work with you. Welcome to new committee members and a huge thank you to the dedicated souls who have chosen to step up for another year, in particular Glen and Jeremy who I believe have the toughest jobs in the club. They both keep stepping up to these challenging roles every year without fuss and carrying out the roles diligently and with dedication. Thank you gents from all of us.

While I'm dishing out the accolades, a big one for you all coming along to Alex Wilson's birthday which happily coincided with the AGM. Mean Machine was a nice venue for the AGM. Well-chosen gents. Good to see some people we haven't seen for a while, like Stefan, Regina, Kurt and Stuart. The ride was great as well so another thank you goes out to Mick for organizing it. And a great roll up. Well done people. That's a whole lot of well wishes for one magazine, but all well deserved.

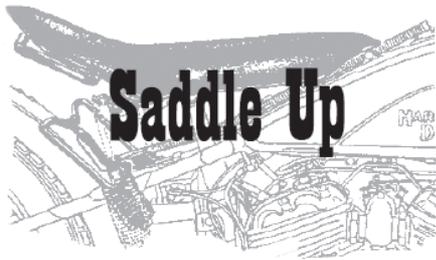
So what's coming up? Well the good weather is finally here, so we need to get out a bit more. Glen and I have been talking about regular coffee runs in addition to our organised runs. We talked about a couple of short rides a month for a coffee and a catch up. The updates to the 404 have allowed us to run impromptu rides as long as you notify Glen or me for sanctioning. So with most of us on email these days we can easily give a day's notice through the club email and get out for a ride. This is as easy as dropping an email to Glen or me and we will organise a mail out, or you can do your own thing - get some club mates sorted and let us know and you are good to go. Keep in mind this is still a club ride and no don't ask for a pass out just for yourself; one person does not constitute a club event.

The Bunbury two day is coming up, so get your entries in asap if you want to go. I believe it's a rally this year and not a timed event so there will be some changes from previous years.

MEMBERSHIP IS NOW DUE. Some folks have left their dues for months and we have had to chase them (which is a pain), the current legislation states that after a month your club registered machine is unlicensed. So get onto it asap people. See the notice to the left of this column. That's it from me ladies and gents. Have a good month and see you on the road.

Wayne

EAMC Patron, President DAM and member #2



Mike organized an interesting route through the Swan Valley and hills area concluding at Mean Machine for the AGM. With the long Spring we have had, there was still plenty of greenery about and fresh country air. The ride down the escarpment displayed Perth on the plain below us. It is quite big these days and does look good with the river in the middle distance. No wonder tourists say nice things about the place.

There was a sizeable number of members at the AGM which was held at Mean Machine in Morley. They have interesting bikes on display as well as clothing and brick-a-brack. Thanks go to all members for your contributions throughout the year.

There will be a Christmas get together at the Rose and Crown Hotel Sunday 11 December at 10.30am. Try to get there a bit earlier to secure some tables.

There will be a ride beforehand. **Meet at the BWS at the Gosnells Hotel at 8.30 for a sharp 9.00am start. Do not go to BWS Maddington.**



Ride Calendar

•**Christmas Ride Sunday 11 December** - There will be a ride prior to the Christmas get together at the Rose and Crown hotel in Guildford. We will try to be there at 10.30am to secure a table or three. Meals commence at 11.00am. Family and friends are most welcome
Meet at BWS at the Gosnells Hotel – 8.30 for a 9.00am sharp start.

Route: Mills Road East/ Canning Mills Road/ Glenisla Road/ Aldersyde Road/ Mundaring Weir Road/ Phillips Road/Hardy Road/Glen Forest Drive/Victor Road/Clayton Road/ Scott Street/Helena Valley Road/ Bushmead Road/Water Street/Gt Eastern Hwy/ Rose and Crown Hotel.
Glen 0438229957.

Other Events (optional) Nil

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

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



AGM Ride

See photos at side.





Albany Hill Climb

Click on the link below to see a selection of photos. Click on the first photo, wait for it to focus then you will have a slide show.

https://1drv.ms/f/s!AhOIU-OmZoX2gqhz_t7hVo6sTpiiPg

Tanya, Bruce, Tim and Glen set aside six days to travel down south to Nannup and then Albany for the hill climb event. The decision to individually trailer bikes down was a good one. From Nannup we did a ride out to Bailingup which has to be one of the best rides in the state. The weather was glorious as the late Spring meant that the bush still had colourful wildflowers such as Wattle, Leschenaultia, Kangaroo Paws and Pink Myrtle in abundance. The Nannup Hotel provided really good accommodation and meals. Next day we rode into Busselton for breakfast. The journey there and back was again stunningly good with green paddocks, crisp clean air and country smells.



We loaded the bikes onto our trailers and departed for Albany on Friday. Crickey. That road between Nannup and Mt Barker is a corker as well with tall timbers, creeks and brooks then breaking out into pasture and vineyards. West Cape Howe vineyard goes for miles and there are plenty of others too. It would be a great area to explore another time. The weather was superb again.



Camp was made at the rifle range at Little Grove just south of Albany. Doug, the caretaker, welcomed us. We set up camp and enjoyed the serenity with a few bevies.

Later we went into Albany and the White Star Hotel. The menu is extensive and they have a selection of their own craft beers as well. A very pleasant evening was had. Retiring to camp we had several nightcaps. The weather was perfect as it was a warm still night.



Saturday morning saw the display of bikes along Stirling Terrace which is always interesting. Kevin rode his Vincent down. This bike as well as Tanya's was a real crowd drawer. There are quite a few good cafes in Albany and they did a good breakfast trade.



The afternoon Poke Run was a good ride out to Nanarup, back across to Elicker then concluding at the rifle club for afternoon tea. Yet again the go fast boys saw it as a race despite warnings from the organisers to the contrary.



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Back at camp we prepared for dinner which was again sumptuous. Doug is an American Civil War enthusiast and he has an extensive collection of period weapons, clothing and memorabilia. After dinner he put on his American Civil War artilleryman's uniform and sword and prepared to fire his cannon. This is always an exciting sight and sound to behold. Doug's enlisted the support of Tanya as his cannon loader. The night went off with a bang!



Sunday was the hill climb event at My Clarence. We spoke too soon about the glorious weather and, Albany being Albany, a heavy drizzle set in and stayed pretty much all day. Not to be deterred there were many enthusiastic participants preparing themselves for the day's event. Club member Glen Oliver was there on his Scout. Glen won this event in 2015.



Bruce on his Chief, Tanya on her Bobber and Tim on his Triumph were going to try their luck this year. Bruce and Tanya were novices but they should have won a prize for enthusiasm. They couldn't wait to get into it. "Keen as bro...."



The weather unfortunately remained unpleasant for most of the day. Riders had their two practice runs up the track but the event was cut short and only two qualifying runs were held as the track was deemed too dangerous later in the afternoon.





We stayed for the presentations and were disappointed when Tanya did not take out the prize for the best prepared bike. We returned to camp, freshened up and came back into Albany to have a few drinks and a meal at the entertainment centre situated right on the waterfront. We met up with other motorcycle enthusiasts and the more the drinks flowed the more the merrier the evening became. We retire to camp for a nightcap then into bed.

We had decided to return to Perth the next day as the weather looked inclement for the S.W for the next few days. This event is a good one to participate in. The concept of trailering your own bikes down works well as does staying at a town for a few days prior. Bridgetown has been suggested for next year. Come and join us.



1923

Indian Scout

Rebuild *continued.*

I've found out some new info about the old Scout that my mate Jimmy has named Margo, after Margo Robbie. I can't see the resemblance myself but it is a good name for an old lady (personally I think she is a bit ugly to be named Margo but what the heck).

She did live in Kellerberin for a while but originally she served at New Springs Station in Wiluna and was liberated in a very sorry state in 1976. That would explain the bent frame and nasty patch up jobs I've had to sort out. While I was stripping the engine I found Indian 741 crank pins in her so we can assume she was rebuilt some time just after the war (the second one) and probably ridden to Wiluna which would have been dirt for most of the way. I take my hat off to the guy that did that ride, he had some big cojones.

So where are we at? Well the tank is done, the engine bottom end is done, the maggy is done, the gearbox is done, and I just got the barrels back from my mate Dean. The rear barrel came up a treat - almost perfect. The bore cleaned up very nicely to .070 (yep that's big) I found some valves with slightly oversized stems so I didn't have to hunt down new guides. I cut the seats and gave the rings some big gaps (.016) so I wouldn't have issues with them "butting" when the engine gets hot. I usually go for minimum clearances on most of my builds but these old girls don't have much finning and tend to run a little hot because of it so a bit of extra gap is nice insurance.



The front cylinder was a different story. You may remember this cylinder had smashed a piston and badly damaged the bore, so I had to bronze up the gouges and then send it in for a bore. Luckily the bore was at .020 so by the time it was bored out to .070 it looked a lot better. Why didn't I sleeve it? Well these cylinders are very thin in the bases and sleeving tends to remove about .100 thou and then the sleeves are pushed in with an interference fit so there is a real possibility of splitting the cylinder, which would be a disaster when you can't get a replacement. Also a sleeve does not support the cylinder, and does not replace metal. It is simply a new wear surface. If the parent metal (original bore) is thin and fragile before sleeving then fitting a sleeve will only make it more fragile. So big pistons was the best option.



The rear cylinder is fitted and is looking great. A little more work on the front and I should have her buttoned up next week some time.

Getting close to start up time. All very exciting.

Next I have to save my pennies for some tyres and new handlebar scrolls and cables, and then it's down the road for a nervous ride.

To be continued.

Keep the shiny side up.

Regards

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



Oils and Changes

I've already covered oil changes and filters so I thought I might let you know why we change oils regularly and no it's not just because it goes black. The main reason is to get rid of soot, dissolved acids and suspended fine debris. Because it interacts with all internal components, engine oils will collect soot, wear metals and moisture, both while its sitting (parked) and while it's in operation. Soot is a combustion by-product and is very abrasive (carbon). The filter should remove the bulk of this carbon but some of the fines will remain in suspension, so filter and oil changing is essential even just for this contaminant.

Condensation can be atmospheric and/or a by-product of combustion; it is essentially moisture being absorbed into the oil. Cold operation will result in these condensates building up in the oil and this moisture will form acids in an engine - particularly one that sits occasionally for several days or weeks at a time. When we run our engines they will disperse most of this moisture when they warm up to operating temp, so a nice long ride is a good idea occasionally and also a good excuse to get out on the bike.

Moisture mixed with combustion by-products is very acidic and it's the oil add-packs job to remove or neutralize the acids. Additives in oil include alkalinity agents to neutralize acid, anti - foaming agents, rust preventers, viscosity improvers and dispersants (to prevent sludge).

When our engines run they produce soot (carbon) and wear metals, the additives will eventually be used up combating all of these impurities so they must be replaced periodically or the oil will sludge. Sludge is a buildup of soot and moisture, and if left unchecked will build up to the point that the dispersants can't control it.

So we need to change our oil way before it gets to this stage. This sludge can block oil passages and pick up screens and it becomes so thick that can be difficult to pump.

Many people will tell you that oil must be in service for at least 1000 km before the additives start to work properly, and changing oil too often is detrimental. This statement is utter crap. The additives start to work as soon as we start our engines and they are at their best when they are fresh and new. Newer cars for instance have been using a 10 000km oil change interval which is fine while the engines are relatively new but once the engine accumulates a few km then the worn engine produces extra soot and wear metals and the resultant sludge build up can block the oil pick-ups and fail the engine.

I've added a chart below for you to peruse. It came from an oil analysis study I read some time ago. Most of the studies I've read say the same thing; as wear increases so does soot and soot promotes additional wear. So to get the best from our machines keep them well tuned, warm them up before you ride too hard and fit a filter (if you haven't already).

So as you may have heard me say before, change oil and filter regularly. Oil is cheap, our engines are not.

A Response from Georg Lutzenberger who bought Rob's J Model outfit. He lives in Germany and receives Flatchat.

Hi Glen,
thank you for your club magazine. It is an interesting article about using an oil filter. I confirm it's a very important thing. All my Panheads, even the 49FL are equipped with the original HD oil filter unit, but inside I use the modern crinkles-paper-filter. Why is I so important?

Recently I rode with my 49FL nearly 3000 km down to the south end of Italy. After that trip I gave a service to my Pan; fresh oil for motor and tranny, grease for the bearings etc. As I opened the motor oil filter, I found inside the filter cup several tiny metal fragments - see the photos. ALARM ! Where is the source and what is the reason for this?



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I opened the gear case and found inside the breather valve more larger metal fragments. Next I removed and opened both cylinder heads. Now I could locate the problem.



At all four valves, intake and exhaust, front and rear, the inner valve springs were broken – 3 of 4 springs are broken twice – crazy. See photo: right on top the broken inner springs, right on bottom the rests of the damaged seal caps.



These broken springs damaged the valve guide seal caps and these thin metal fragments were what I had found in the oil filter cap during my service.



Why are the springs broken? They are over-hardened – bad quality (V-twin junk may be from China). Now I will install a valve spring set from the Kibblewhite Precision Machining USA. Finally: the oil filter saved the live of my motor. I had no metal fragments in the oil tank and no contamination in the oil feed line !

Georg
8

Club Cloth Badges For Sale \$5



Membership Fees are due now.

If you have not paid one month after the due date 31 December then your concessionally licensed bike will be unregistered.

See page two for how to pay electronically.

Commonwealth bank BSB: 066 100

Account: 1021 0659



AGM

Early American Motorcycle Club Annual General Meeting Minutes 13 November 2016

Present: Rob, Chris, Mike, Glen, Wayne, Alex, JJ, Greg, Barry, Tim, Rex, Jeremy, Brian, Tanya, Bruce, Geo, Kevin, Stefan, John N, Mark, Kurt, Stuart.

Apologies: Audrey, Andrew, Lyndon.

Ordinary meeting opened: 10.15am at Mean Machine. President Wayne welcomed all present. He thanked all members and family for attended the meeting. He thanked those members who attended rides and contributed in any capacity to the running of the club throughout the year.

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Minutes of September Ordinary Meeting: Taken as being read. Moved Greg, seconded Rex. Passed.

Business arising from Minutes: Nil.

Correspondence In: Northam Swap meet; Bunbury Two day registration.

Correspondence Out: Flatchat posted to Ivor and Neville. Moved Wayne. Seconded Jeremy that the correspondence be received. Passed.

The ordinary meeting was suspended and the AGM opened at 10.20am with Wayne in the chair.

President's Report: Wayne commented on the good turnout at this meeting. It was a good year though light on with rides and participants. The Indian Dealership opening was great as was the Bunbury Two day. The Albany Hill Climb was good if not light on with participants from this club. We have anew marquee. He acknowledged the input of the committee members and thanked them for their efforts. He welcomed new members and encouraged them to attend rides. He extended congratulations and good wishes to the incoming committee members.

Vice President's report: As a charter member of EAMC becoming a Committee member was an obligation but in the course of the year it became a privilege. Attending a dozen Committee meetings has been rewarding and challenging. The EAMC committee is a reflection of our club in that members support members, motorcyclists support motorcyclists and mates support mates. I have enjoyed my year as V.P. It has kept me involved with our club when busy family and working life can often limit time. Thank you all members who make this club great. Keep involved, enjoy the fellowship and promote this great club.

Secretary's Report: New members Mark Urry, David Routley, David Low, Chris Green, Glen Kilpatrick and Mark Davy are welcome and we look forward to them attending events. Thanks are extended to office bearers and members who organised events. Congratulations are extended to Mike for his efforts in organising events as well as assisting me with the website and Facebook. Thanks go to wives and families for supporting the club. Rob thanked Glen on behalf of club members.

Treasurer's Report: Jeremy presented the 2015/2016 Balance Sheet. The balance sheet will be published as an addendum to this report and printed in Flatchat. Wayne thanked Jeremy for a job well done.

Ride Coordinator Report: A good year if a little light on for riders on runs and events. Riders are demonstrating safety and common sense. Members are helping each other to maintain bikes and coordinate rides. Members are requested to inform the Committee for ride suggestions. Thanks are extended to Mike for organising runs and events.

Safety Officer's Report: Although being absent for periods of time, Safety Reports have been published. It is gratifying that members are riding safely and maintaining their machines.

Property Officer' Report: All items accounted for.

Editor's Report. Glen thanked those who contributed photos, event write ups, Q and A and articles. Contributors write well and the quality of the articles has been acknowledged by readers. The magazine is sent overseas. Glen would gratefully receive interesting articles and topics which can be published. Wayne thanked Glen for his efforts over the year.

Election of Office Bearers: Wayne declared all positions vacant with Glen to conduct the elections. A survey had been emailed to members of which 18 responded. The survey was sent to members to enable them to nominate people for positions and cast their vote accordingly. However the nominees need to be formally nominated at this meeting, seconded and all votes including those present be counted.

President: Mike Tolj withdrew his nomination.

Wayne Elezovich nominated by Alex. Seconded by Greg. Wayne accepted. 15 online votes plus those present in favour. Wayne elected President for 2017.

Vice President: Rex, Glen, Tim and Mike withdrew their nominations.

Lyndon and Andrew both nominated but not at this meeting. Nominations lapsed due to no seconder.

Greg Hamilton nominated by Rob. Seconded by Jeremy. Greg accepted. One online vote plus unanimous vote by those present. Greg elected Vice President for 2017.

Secretary: Glen nominated by Mike. Seconded by Kevin. Glen accepted. Unanimous vote including online votes. Glen elected Secretary for 2017.

Treasurer: Jeremy nominated by Geo. Seconded by Brian. Jeremy accepted. Unanimous vote including online votes. Jeremy elected Treasurer for 2017.

Editor: Glen nominated by Tanya. Seconded by Bruce. Glen accepted. Unanimous vote including online votes. Glen elected Editor for 2017.

Events/Ride Coordinator: Andrew nominated but not at this meeting. Nomination lapsed due to no seconder. Greg withdrew nomination.

Chris Gielis nominated by Barry. Seconded by Jeremy. Chris accepted. 15 votes online plus those present in favour. Chris elected events coordinator 2017.

Safety Officer: Brian nominated by Mike. Seconded by Stuart. Brian accepted. Unanimous vote including online votes. Brian elected Safety Officer for 2017.

Property Officer:

The position was not nominated by error. However Jim will be approached to see if he will continue as Property Officer for 2017.

Social Media Coordinator: Mike nominated by Rex. Seconded by Barry. Mike accepted. Unanimous vote. Michael elected Social Media Coordinator for 2017.

Committee members: The following had indicated their willingness to be Committee members- Barry Pollard, Rob Veitch, Lyndon Joyce, Tim Creighton. All in agreement. All elected Committee Members for 2017.

AGM meeting closed at 10.35am

Ordinary meeting resumed with Wayne in the chair.

Wayne welcomed everyone and thanked them for their trust in. He congratulated all incoming office bearers and thanked those who had served in official positions during the past twelve months. He encouraged members to be proactive and work with the events coordinator to plan rides and not leave it all up to Chris. He thanked all those who were in attendance today and contributed to the club in whatever capacity.

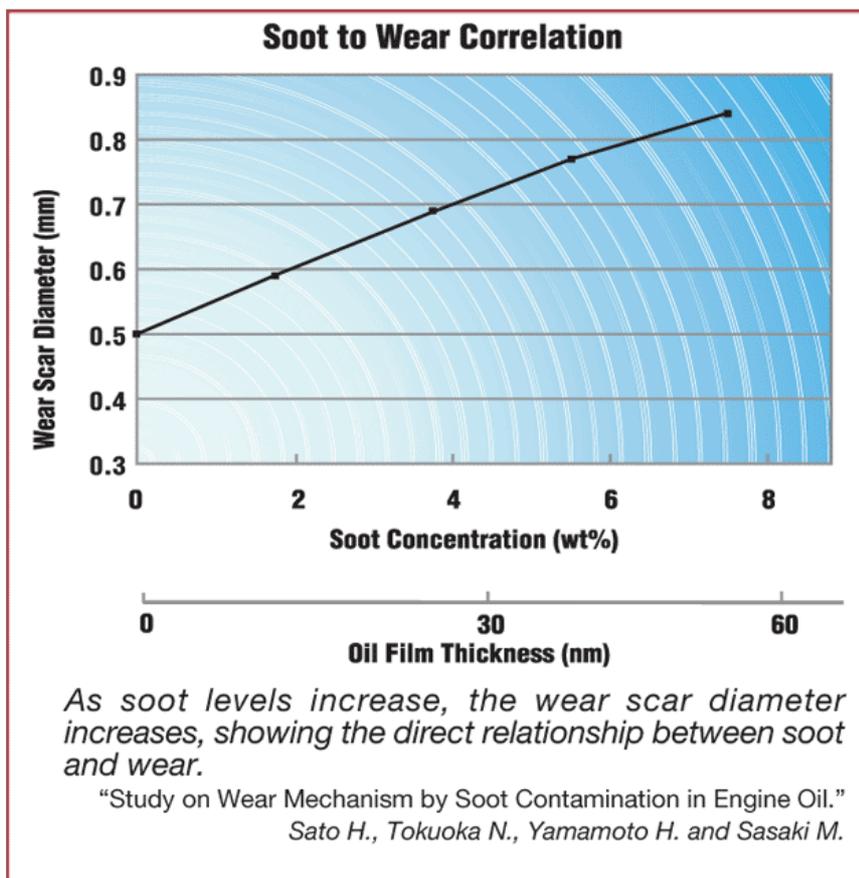
General Business.

- Clubs will need to adopt the new Model Rules as proposed by the Department of Commerce or otherwise draft their own rules but reflect the headings in the Model Rules.
- Motion moved by Wayne seconded by Alex “That this club adopt the Model Rules but with the change that the quorum for Committee meetings be reduced from 5 to 4 with two of those being elected positions.” Unanimous vote in favour. Motion passed.
- Membership fees must be received no later than one month past the due date ie 31 January. After that date members will become unfinancial and their bikes will become unregistered.
- Stuart advised that he knows of a U Model Harley and outfit for sale. Enquiries can be directed to him.

Meeting Closed 10.50 am. Next ordinary meeting: Chris’ place 13 November 21 Tanunda Rd. Coogee 6166.



Early American Motorcycle Club



E.A.M.C Balance Sheet 2012 to 2016

Summary 2012-2013			2013-2014		2014-2015		2015-2016	
INCOME								
Carried fwd 2012-2013	133		1653.4		2694.86		2688	
	8		9					
membership nominations	100		120		40		120	
membership subs	178		1890		1820		2205	
	0							
Ride Money	375		410		150		80	
Badges/shirts/caps/stickers	270		370		782.5		535	
Advertising Flat Chat	0		400		0		400	
Worlds Fastest Indian	639		217.5		0			
Deposits Beverley	480				0			
Other			248.5		70		33.31	
EXPENDITURE								
Insurance		76		83		855.		855.
		9		3		2		2
Flat Chat/Stationery		99		10		54.7		88.7
		2		0				6
Bank Charges		12		12		120		120
		0		0				
CMC of WA		15		0		75		75
		0						
Badges/shirts/caps/stickers				56		151		
				0		5		
Life Member Badges		77		0		0		
		4						
Post Box Hire		10		10		115		121
		4		5				
AGM City of Swan		19		20		33		203.
		0		5				8
Deposit Beverley hotel		20		40		0		
		0		0				
credit membership subs		30		0		0		
Xmas party/Whiteman Park		0		21		51.0		71.8
				4		4		
Website				40		0		58
WFI				38		0		
Funeral Notice						50.1		91.8
								5
Marquee								271
								0
	498	##	5309	##	5557.36	286	6061.2	439
	2	#		#		9	3	5
c/f to 2013 - 2014		##	2014-	##	2015-	268	2016-	166
		#	2015	#	2016	8	2017	6
NB.								

