



FlatChat

EARLY AMERICAN MOTORCYCLE CLUB

Issue 183

Views of correspondents may not necessarily be those of the club

September 2016



**1913 Sears Deluxe Dreadnought Twin
National Motorcycle Museum, Anamosa, Ohio.**

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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 Geillis
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 been a very quiet month for us clubies. I'm sure everyone had a ride at some stage but I think the cold weather has kept us in our warm sheds.

Our first organised coffee run went well although aforementioned cold weather limited the numbers to just Glen and me. We had a nice ride down to Mean Machines in Morley, had a very nice toasty and a cappo and went home. Mean machines is a good venue and I think we will definitely be visiting again. We will have the AGM there on 13 November.

There was a huge roll up to the last Committee meeting which is excellent to see. JJ filled us in on the latest hike in rego and we came to the conclusion that it's just another money grab, but hey wata u can do. Not all of the changes are bad. For instance we can now run impromptu rides (not on your own) with a couple of other members as long as you inform us prior and test rides are now limited to 30km from home.

The warm weather is almost here people, so if you are going to drag the old tart out and ride the heck out of her (your bike I mean), please give it a good once over, tyres, brakes, oils, valve set, generator charge rate and chain tensions and she won't let you down, and you won't have the rest of us having to find a soft seat on the side of the road while we take the piss out of you.

We have a couple of good rides coming up. The Distinguished Gentleman's Ride is this month, the opening of the new Indian showroom in Cannington should be good, and the Governor (Kevin) has a hills ride to Dwellingup coming up as well. I'm also planning our Albany ride which I'm thinking should be a Wednesday to Tuesday thing with the hill climb in the middle. Wednesday /Thursday I think will be Nannup (probably staying at the pub) then down to Albany on Friday, with a day to take in the Albany surrounds Sunday arvo /Monday. Anyone wanting to join let me know so I can find us some accommodation. I'm also happy to hear ride/route suggestions.

That's it from me folks

Have a good month 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

Committee Meeting Minutes

Committee Meeting Minutes:
Meeting held on 13 September

Venue: Wayne's place.

Meeting opened: 7.05

Attendees: Chris, Mike, Wayne, Jeremy, Glen, Rob, Rex, Lyndon, Shaun, Greg, JJ, Brian, Tim, Jim.

Apologies:

Minutes of previous meeting: Minutes of May meeting read.

Moved Jeremy, Seconded Mike. Passed.

Business arising from the minutes.

- The club is still to hold an Inspection morning in February each year.
- AGM is to be at Mean Machines, Rudloc Street, Morley.
- Follow up email to CMC concerning code 404, first time bike registration and road trauma levy for concessionally licensed bikes.

Correspondence In:

- Emails concerning AMCA launch.
- Albany Vintage and Classic magazine August.
- Bindoon Historic Vehicle Day 18 Sept.
- Comm bank Statement \$804.05
- CMC AGM minutes
- CMC presidents Report
- CMC Code 404

Correspondence out:

- Flatchat posted to Neville and Ivor
- Moved Wayne, seconded Jim that the correspondence be received. Passed.

Business arising from the correspondence: See Saddle up and General Business.

Treasurer's Report:

- Opening balance \$711.20 CR to date.
 - Jeremy ascertained the location of several items for the Assets Register.
 - Glen Kilpatrick has not forwarded his membership fees yet.
- Moved Tim, Seconded Rob that the Treasurer's report be received. Passed.

Business arising from the Treasurer's report:

Nil

Safety Officer's Report: See elsewhere in this issue.

Ride Coordinator's Report: General discussion about:

- Distinguished Gentleman's Ride. We have formed a team if you wish to enter. Meet at Spadille Café 663 Newcastle Street Leederville 9.00am. Then ride to Quarry Amphitheatre for event.

- General discussion about a November ride incorporating the Albany Hill climb. See Saddle up for more information.
- Glen and Wayne went for a ride to Mean Machines. An impressive venue. We will hold our AGM there 13 November 10.00am.
- New Indian dealership opening day 8 October 1429 Albany Highway Cannington. Mike is assisting with the organization of a display. Several members' bikes will be on display as will the club marquee.

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

General Business

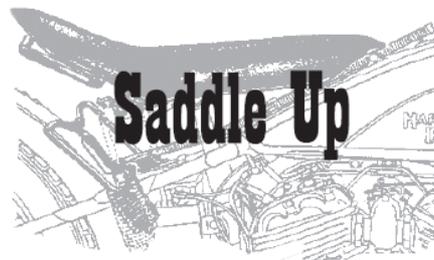
- JJ spoke of his email communication with RAC concerning the road trauma levy. The response was that to check the Gov't Insurance website. It seems the government decided to spread the estimated need to cover this fund per vehicle and not per rider/driver so as to lessen the overall burden on license holders. That is it was deemed fairer to spread the load over more vehicles thus bringing down the amount each person had to bear. The government did not seem to appreciate the burden it would multiple vehicle owners under.
- General discussion of whether members could apply for a concessional license for bikes they own which are newer than 1966 but older than 25 years ie Shovelheads. It was agreed that members could apply for concessional license registration. Motion moved Wayne, seconded Rob: "The Committee agrees that members may apply for a concessional license for a motorcycle that they own which is 25 years or more old". Concessionally licensed bikes must have a Post Vintage or similar plate attached to the bike.
- Rob, Glen and Jim Veitch will attend the AMCA launch in Bulli NSW next year.

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

Meeting closed at 8.00pm

Next meeting: 11 October Rob's place 7 Joondanna Drive Joondanna 92424860.





Hello everyone.
The committee has discussed some future events.



•**25 Sept – Distinguished Gentleman’s Ride.** Entry form <https://www.gentlemansride.com/>. Meet at Spadille café 9.00am then ride to Quarry amphitheater. Ride departs 11.00am. Concludes at Fremantle Sailing Club.

•**8 October – Opening Day of new Indian Dealership** 1429 Albany Highway Cannington. The club will have a presence there.

•**9 October– Kevin’s Breakfast at Jarrahdale.** Meet Caltex Midvale at 8.30am. Depart 9.00am. Ride through hills and over dams to Jarrahdale. Have breakfast there.



•**November ride Down South.**

Discussion concerning a week’s ride down south in November coinciding with the **Albany Hill Climb event.** Depart Wednesday 2 November and return Tuesday 8 November. Suggest Trailer bikes to Nannup and use Nannup as a base for a few days. Then trailer bikes down and use Albany rifle club as a base for trips out of Albany prior to the Hill climb event. Modern bikes are welcome too. You can enter the Hill Climb on the Sunday 6 Nov. or just participate in the Poker Run on the Saturday 5 Nov. If you wish to partake of the evening meal at the rifle club then you must submit the entry form so a meal ticket can be issued. You do not need to enter the actual event.

Expressions of interest are called for as accommodation will need to be booked asap. Please contact Wayne asap if you will be going. We would like as many members as possible to attend this event as it has proven to be great fun.

Albany Hill climb. Information sheet
http://avcmc.iinet.net.au/201608/information_sheet_2_016.pdf

Entry form
http://avcmc.iinet.net.au/201608/hillclimb_entry_form_2016.pdf

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



•**13 November AGM** - Mean Machines 13 Rudloc Street Morley 10 am with ride beforehand.



Ride Calendar

25 Sept – Distinguished Gentleman’s Ride. Meet at Spadille Café 663 Newcastle Street Leederville 9.00am or earlier. Travel as a group to Quarry Amphitheatre 9.40am. Event commences 11.00am.

8 October - Indian Dealership Opening day.

9 October – Kevin’s Breakfast at Jarrahdale.

2 to 8 November. Southern Ride. Based in Albany and Nannup. Rides out from there incorporating the Albany Hill climb. Contact Wayne please.

13 November – AGM at Mean Machines 13 Rudloc Street Morley 10.am. Ride beforehand. TBA

Other Events (optional)

8 October – Opening Day of new Indian Dealership 1429 Albany Highway Cannington. The club will have a presence there.

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

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

Emergency+

This free download app is a great one to put into your mobile phone. In case of an accident whether you are in town or out on a country road this app will connect you to emergency services such as 000, SES and Police 131444. Importantly it identifies the user’s location via GPS and even the latitude and longitude if in the country. This is important for emergency services.

This free app is easily downloaded. Search for EMERGENCY+ and download.

Road Hazard

Here is another number worth having: **138138**. If you come across a road hazard that could be dangerous to road users, especially motorcyclists, then dial this number to connect with Main Roads WA “Report a Problem”. Put it into your mobile phone contacts list. Also available is the website www.mainroads.wa.gov.au Apparently they are pretty good in responding to notifications so you may be able to save a life or prevent injury.



Safety Report

Another Think Safely Think Safety article.

I remember in a previous life, being involved to some degree in amateur motor sport, that my general attitude towards vehicle scrutineers was probably not what it should have been. To me, at the time, it was a pain in the arse going through all the necessary procedures, waiting in queues, crossing fingers that everything was in order and all would be signed off so the fun could begin. If problems arose then quite obviously they would need to be resolved (fixed) before any action could take place. In the rally game you had a few days or up to a week to get it right and then it would be signed off on the day of the event

In some of the other forms of motor sport such as Go Karting or Rallycross you did not have the luxury of the extra time. In other words you took responsibility for your preparation and made doubly sure it was all spot on.

Like all of us, the volunteers who made up the Scrutineers pretty much represented the facets of the human psyche; in other words, there were the good and the indifferent, the tough unforgiving and the ones who would let some things slide through to the keeper on inspection day. Generally at the time I liked the easy going Scrutineer. However over time I came to realize that the Scrutineers who took their role seriously and did the job properly were the ones to try to line up with to check out my equipment. Why? Well mainly because safety issues were never overlooked. I still got emotional with all the rules and regulations and the constant checking that everything complied to the rule book.

In my day the CAMS Motorsport manual was a mere one or two hundred pages and goodness knows what it is now. I thought it was only useful for stuffing in a noisy diff to quieten it down.

How does this relate to Safety with a motorcycle in this day and age you may well ask—that’s if you are still reading this at this stage and haven’t nodded off. Well I reckon as Spring seems to be making an effort to crank up and the weather is improving we are all going to throwing a leg over more often (the bike you fool) and be getting out into that sunshine.

So be your own Scrutineer and be a damn good one and check out any motorcycle you may be about to ride. Give it a bloody good once over and ensure mechanically from rubber to handle bars that all is as it should be.

Enjoy the ride.
Pop (in Safety mode).

National Motorcycle Museum of America, Anamosa, Iowa.

Recently Rob and Glen visited this museum. In the video link below you can see a brief overview of what is truly a stunning collection. It is well worth a visit and set aside a day or two as it really is a vast collection. Of particular interest to us was the replica display of a board track racing event with a section of replica plank, banked track.

<http://www.nationalmcmuseum.org/about-us/>

See also below a selection of photos and accompanying information cards. After you have followed the link by Ctrl+Click, click on the first photo to make it full screen and then use the forward arrow. The first photo will take a few seconds to come into focus.

<https://1drv.ms/f/s!AhOIU-OmZoX2gepupSNZcygOOfOOWw>

<https://1drv.ms/f/s!AhOIU-OmZoX2gepwBy0ftculWnwLdA>

1915 Eight valve board track racer. No throttle, no clutch, no brakes. Turn up the sound!
<https://www.youtube.com/watch?v=TfEZYcckKts>



Indian Victory Polaris Dealership Opening.

The EAMC will have our marquee at the dealership in Cannington 8 October. Mike has coordinated the setting up of a display. He was approached by Indian/Polaris Marketing from Sydney to put together about twelve bikes for a timeline covering the decades of Indian motorcycles. Several club members will have bikes on display.

The dealership will have a soft opening to the public on the 8th or 15th of September with the Grand Opening planned for the 8th of October.



Q&A #44 Oil Filters and Bonneville Heads

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 mate. I've seen a few of the guys running oil filters on their bikes. One of the other guys has told me that these old girls where not designed to run filers and that the filter restriction will fail the engine. Can you clarify this for me? How does it fail the engine?

A: I've heard the same thing. The truth is that a correctly fitted quality filter will not fail an engine. Oil filters are fitted to the oil return (all dry sump bikes, Harley, Indian or other) so even if the filter blocks, all that will happen is the engine will wet sump. A quality filter will have a bypass valve fitted so if the filter does become blocked it will bypass the oil back to tank at any pressure above 3 psi. I have seen bikes that have problems with returning oil but in all cases it was because of a poorly built pump. These bikes usually had return oil (wet sumping) problems before the filter was fitted and the filter was blamed.

Most manufacturers (car, truck and bike) now believe that wear metal smaller than .002 thou is responsible for more than 60% of engine wear. Not running a filter will mean that any debris in the system will generate more debris because it is not being removed and is simply being recirculated. So by not running a filter you are more than halving your engine life.

Q: Hi Wog I want to give my Chief a little more grunt. There is a guy on eBay selling Bonneville heads pretty cheap and he reckons it will double performance. \$500 is cheaper than an engine upgrade to 80 or a set of Bonneville cams. Will it work if I just run the heads or do I need the cams as well?

A: Mate you've been given a bum steer. Bonny heads will actually lower compression and power if you bolt them straight on to a 74.

Bonny heads are relieved to suit a higher piston height, so to improve power you need to run Bonny pistons and heads or stroker flywheels (80 cube) and Bonny heads. The best bang for your buck on a standard 74 is a set of mild cams.

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)



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