



FlatChat

EARLY AMERICAN MOTORCYCLE CLUB

Issue 168

Views of correspondents may not necessarily be those of the club

April 2015



Lest We Forget – ANZAC Centenary 1915 - 2015



Wayne and Hamish at the start of the Roaring 20's Ride



'Dedicated to the restoration and use of American made motorcycles manufactured before and including the year 1966'

Committee

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Vehicle Examiner: Bill Walton – Wayne Elezovich
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Members

Stefan Hussey Jim Merkouris, Jason Hancock

PO Box 184 Tuart Hill WA 6939

Club fees are \$35.00 per annum
and due on the 31st December.

Nomination Fee of \$20.00

Cheques made payable to: Early American
Motorcycle Club

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, Jeremey Bromley 2010, Ivor Wigley 2011, Geo Wood 2011, Wayne Elezovich 2012, Glen McAdam



President's Report

Presidents Report

Hello EAMC Members,

Another great month in our bike club, lots of things happening again and hopefully you had a chance to get out and ride your bike. There have been a variety of different things to do or join in on this month so sit back and have read about what has been going on.

Last month's impromptu coffee ride around the Swan Valley was well attended, with an up and over the roller-coaster to add to the joy of that day. A couple of members from our club attended the pre-31 Bunbury-Nannup ride organised by the VMCCWA. Wayne brought home some silver for best vintage bike. See his article later in the mag. Which was the same week-end as Stefan's overnighter, which was a well organised ride from all accounts, including a bring home/recovery service. There was the Crankster's Swap-meet and vintage drag day where there was more silver collected by one of our members. Well done Chris and Wayne, though bringing home silver is not the reason to go anywhere it is nice to be appreciated when it happens.

April and May promise again as much activity as you want or can poke a stick at. Rides, static displays and coffee runs. Hopefully we will see you on the road somewhere.

You never know you may take home some silver for your man cave, there is always plenty to see and do, from beautiful countryside to assisting with roadside repairs. Most runs include a coffee or a food stop and occasionally a breakdown; if you are not up for ride you are always welcome to come along in your car.

I must acknowledge the camaraderie in the club where everyone helps when something goes wrong, especially to the mechanically minded members who help whenever they are needed. Ride Safe, Play Safe and see you out there.

Cheers

Mike

President EAMC

earlyamericanmc@gmail.com



Ride Report

Roaring 20's

By Wayne

Howdy dudes and dudette's

I've just come back from the Bunbury 2 Day Rally, I know most of you are thinking the two day was last month you moron, but this was the other Bunbury two day rally. For the last 4 years the VMCC pre 31 section have organized what has become known as the roaring 20's ride that runs from Boyanup to Nannup and back over two days in early April.

For me this adventure started a couple of months back while I was talking to John Whiteman (the VMCC president), John was keen for our two clubs to start interacting a little more and invited any of our members to join them on their club runs, in particular the roaring 20's two dayer and their signature run the Busselton two day. While we were at the Bunbury two day this year Murray Rudler came and asked me if I would like to join them on the roaring 20's as well, he said it was as good as the two day, now I'm a huge fan of the Bunbury two day rally and it's the one I look forward to every year so I was a little dubious about it being that good but I thought what the heck may as well give it a go.

I rang around the other members of the EAMC pre 31 section (Graham and Hamish), for a quick consult on who else was keen. Hamish was a definite goer, but Graham had to work (bummer). Jimmy was a keen starter for a while but had to bail at the last minute with family drawbacks.

The decision was made, next drama was prepping the 1926 Scout for the biggest run of its long life (at least in the 10 years I've owned it), the old girl has always been an easy starter and I had just tidied up a few oil leaks and gave its carb a bloody good seeing to so it should be no drama. Oil changed chain tightened and off for a test ride, it ran great until we got home, all of a sudden the old tart didn't want to idle, still ran fine just not at idle. I spent a day going through the carb and magneto again but to no avail, the magneto coil had finally craped itself (wonder if I can get warranty after 90 years). With only two days to go I rang Jimmy and he was kind enough to lend me his 101 Scout for the weekend and being a 1928 it was definitely eligible.

Hamish had invited me to sleep over at his place on the Friday night before the rally so we could get to the start point without any dramas or rushing around, so I left home about 3.30 and made it to his place about 6.30. A Hamish special steak burger, a few beers a few ports and I slept like a baby.





Ride Report

Cont'd

The start point was in Boyanup which is only about 20 miles from Hamish's, so we headed off at about 8 to get some fuel and an early roll up (rally start was 10am), it looked like being a great day, 15 degree's, blue sky - the old Scout loved it.

After one false start (loose bolt) we made it to the start point by 8.30 and stood around chatting (bull-shitting) and catching up with old friends.



Hamish 1928 101 (shiny) and the Jimmy 1928 101 (not so shiny) at Hamish's house.



Wayne and Hamish at the start point with EAMC member Roger kneeling to the left

The combination of a beautifully restored 1928 101 and an unrestored 28 101 made these two machines the most photographed bikes of the weekend and particularly when the guvnor (Kevin Badby) parked his Henderson next to us.

At about 10am the bikes started heading off, the veterans first (belt drive, and push start) then the rest of us at about 10.30, this gives the belt drives a head start as they generally only run at 35 to 40 km/h while the rest of the bikes are happier at around 70 km/h.

Our first stop was Kirup which took us about an hour, the roads were great the scenery was great, the rain was a bit of a pain but like one of my good friends keeps telling me "wata u can do", and really it was only drizzly rain so with the wet weather gear on who gives a toss. The old Scout certainly didn't, it was loving the cool weather, although it did pain me a little getting the fabulous paint job wet.

We had an hour stop over after our strenuous 35 mile ride, had a couple of drinks and a chat, listen to some very unfamiliar tales of woe about belt slip on the hills and debated the merits of wedge brakes versus rapper band brakes or standard drum (personally I think they are all only good for exercising your foot, but it's what we have).



Old bikes out the front of the Kirup pub.

This was about the longest the old Scout had run in one go so I left the group, who were currently chatting about which brand of belt grip spray was the best for wet weather and had a tinker with the oil pump on the Scout to get it just right (a bit more oil). For those of you that don't know, all of these old machine run total loss oil systems, which in short means they pump the oil in and the engine either uses it or spits it out the breather, so it needs to be constantly topped up, which sounds drastic but in reality is only about 1/3 of a litre to two tanks of fuel. Indian have a level plug and most of the English machines run a sight glass and dripper (count the drips per minute), either way works quite well and once its set up you generally don't have to worry about it too much.

So with a steak sandwich and a beer under our belts (not me I had a soft drink dear), a bit of fettling on the bikes and we hit the road again. For most of the rally we used back roads, which makes sense, very slow machines just annoy most motorists, it also meant we could just cruise along and enjoy the scenery, the sound of the Scout engine purring along and the sweet sound of an American v twin. For most of the riding Hamish and I were on our own, being either faster or slower than the other guys (the Henderson and the Norton where hard to stay with) which was fine with us, the organizers (bless em) had picked some magnificent roads and with everything cool, wet and very green the riding was just sensational, after the first stop nobody cared about the drizzly rain anymore, the riding was just so good.



Old Bikes outside the Kirup Hotel



About 5 km out of Nannup I was contemplating stopping for a bathroom break and the rain started with a vengeance, it belted down, visibility dropped to about 20 meters and there was a wake coming off the back tyre of Hamish's Scout, it lasted for a full 10 minutes and by the time we hit the Nannup bridge (100meters from the pub) the old Scout (the Jimmy machine) had had enough and started running on one cylinder. The old tart kept ticking over on one lung quite happily right up to the pub and kept ticking over until I hit the decompressor and turned her off. By this time it was about 2.30 (apparently beer o'clock in Nannup) so with a cleansing ale in one hand I gave the mag a clean and the old Scout started straight up like nothing had happened (what me broken? I don't think so).

We stayed for a chat with the group (and a frothy or two) and then Hamish and I wandered off to find our salubrious accommodation and have a hot shower. The Hash had found us a deluxe Safari tent for the night out the back of the black cockatoo units, it sounded like crap, but in reality it was quite comfy, big and roomy, nice soft beds with electric blankets, it was nice, also the sound of rain on canvas was very nice, and the owner even let us park the bikes on his veranda for the night, in all, splendid.

The club guys had organized a meal at the pub for 7 so we had a shower and a beer then joined them for the evening. Sunday morning was set for a 9am start with brekkie at 7, this gave us heaps of time to get our bikes sorted (fuel, oil and a magneto clean) before we hit the road again. At about 9am they sent the veterans out, then the rest of us set off about 15 mins later, for this leg we followed the Blackwood river all the way to Balingup, about 35 miles I think, this leg was sensational (as always) riding along the river through the forest canopy is great, anyone who has been on the Bunbury two day will know this road, we generally do it every second year, it is the highlight of mv riding year most years. it is

After our arduous 35 mile ride we stopped for a latte and scone. I couldn't talk anyone into going back and doing the road again which was disappointing, so we worked on the "which belt grip is the best" problem again, entertained the locals who couldn't believe some of this old stuff still ran and headed back towards Boyanup and the finish.

We got back to Boyanup at about 1.30 and the local Lions club had sorted out a sausage sizzle and a cuppa for us (there was the odd beer getting around as well) at Muza's place, which was a very nice surprise, then after a feed and drink the organisers got us all together for the raffle draw and presentations.

There were prizes for oldest bike, best veteran, best vintage and a hard luck award. The pre 31 guys do their events very well, the route was sensational, destination was great, the company was great, and they thought of pretty much everything. Would I do it again? In a heartbeat, I loved it.

To Ken Vincent, John Whiteman and all of the VMCC and BIHC that had a hand in the event, thank you very much it was a wonderful weekend, and I would be honoured if you would let me come next year.

And guess who won best vintage bike?





This is what a deluxe safari tent looks like



The front of the Nannup pub Sunday morning



Hamish parked in the shade



Riding alongside the Blackwood River



Seriously? Best vintage bike? Are you sure? Have you seen it?

There you have it, my first pre 31 ride and I loved it. And I think Muz was right, I had as much fun as I would have on the two day.

Keep the shiny side up.

Regards

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



Ride Report

Stefan's 'Adjust the Walves'

By Matthew

The forecast showed 40% chance of rain, but four members and one visitor decided to take the risk and join Stefan for his ride to Toodyay, then onto York and his farm for an overnighter. Stefan on his Shovelhead, Matthew on his U model and Pop, Jeremy and Stefan's mate Phil, the last 3 all on modern Harleys resplendent with fairings, radios, twistgrip warmers, etc, etc. The journey began in splendid synchronisation with the rain. Also in synchronisation were regrets about wearing jeans instead of wet weather gear. However by the time we turned off Great Eastern Hwy and into Stoneville Road the rain had stopped and a coffee stop at Gidgegannup beckoned. Cake, coffee and comradic chat followed (if Kevin Rudd can make up words so can I). The road to Toodyay was quiet so we had a pleasant 50mph ride with just a short burst of drizzle.



In keeping with previous visits to Toodyay, lunch was had at the Coca Cola Cafe and mainly comprised seafood and chips. Being the wise, elder statesman that he is, Pop decided that it would be a good idea to chance the battery in the fob for his golden Harley. All done with no fuss. However when it was time to leave, guess who's bike would not start and preferred to serenade the good patrons of the CC Cafe with music not dissimilar to that of Cacophonix of Asterix fame. A game of musical batteries followed with many a helpful "I think you put it in upside down" type comments plus a few prayers (the ones starting with "F" mainly), before that distinctive burble was heard again.

We travelled to York via Clackline and Spencers Brook. Again the road was quiet and the obligatory light to medium shower around Clackline ensured the jeans got another good rinse. Afternoon tea was served at the Bugatti Restaurant before the last 20 or so kilometres to Stefan's farm. Jeremy and Pop headed back to Perth from York. The road to Stefan's was through some nice bush country as well as wheat/sheep farms and enough tee junctions and twists and turns to ensure one would need a GPS to find his place again. Sadly 500 metres from our destination, the gearbox on my U model locked up and the trailer was required. Luckily it happened on the dirt road and at 10mph, so the bike simply skidded to a halt. [A post mortem back in Perth revealed a circlip had dropped out, allowing two gears to engage at the same time].





Ride Report

The rest of the afternoon was spent doing a quick check on the drive chain of the U model, hoping the problem would be easily fixed and then admiring Stefan's excellent collection of cars and bikes and his olive grove. His car collection features American, English and Italian cars and the bikes included a nice collection of modern Harleys (ie built after WWII) and Indian machines. Stefan and Regina's house is an architectural wonder, designed and built by Stefan and located on the top of a rise with great views to the east and west. We enjoyed a BBQ meal cooked at the table on an electric BBQ plate and copious quantities of red wine and beer.

A sumptuous breakfast on the Sunday completed an excellent weekend. Many thanks to Stefan and Regina for their hospitality and for showing us the delights of the wheatbelt along with their humble abode.

Matthew.

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Committee Meeting minutes

Committee Meeting Minutes

Meeting held on 14th April 2015

Venue: Jeremy's place

Attendees: Jeremy, Mike, Barry, Brian (secretary), Stefan, Mathew, Chris.

Apologies: Wayne, Glen, Greg, Andrew.

Meeting opened: 7:05pm.

Minutes of previous meeting: 10th March 2015 Read. Moved Jeremy, Seconded Mike. Passed.

Business arising from the minutes. Nil

Correspondence In: Letter from IHC thanking EAMC for attendance and participation at this year's 2 day rally. Involve for PO Box. Newsletter from Albany Vintage and Classic Club.

Correspondence out: Payment for PO Box approved and cheque made out. Moved Mike Seconded Jeremy that the correspondence be received. Passed.

Business arising from the correspondence: Nil

Treasurer's Report: \$2939.96CR. We have a \$35.00 payment that has not been identified in club funds. Stocktake of Merchandise required.

Business arising from the Treasurer's report: Quote for anew Banner required Mike to organise

Safety Officer's Report: All OK. Last coffee run all OK no incidents. Club events and ride being run well, with members conscious of road safety.

Ride Coordinator's Report: No Ride coordinators report as Andrew not present at meeting. General discussion of the following upcoming events:

19th April Cranksters Swap-meet and Classis Drag Day. All members are welcome to attend and enter Both the show and shine and drag/timed events. Chris will be attending on his bobber.

Sunday 3rd May - Auto One Classic Car Show

BBQ lunch provided on the day along with Tea and Coffee.

You need to be onsite before 9:00 am.

It's always a good day out.

Meet Mike at the Dulwich Street Entrance (off Marshall Road) between 7:30 and 8:15 to collect you ticket.

Display in the usual location of Mussel Pool.

Contact Mike for more details or with lunch requirements or if you intend to camp out.

Mob : 0488 065 778

Saturday 9th May – Arthur Grady Fremantle

Meet at Rifo's in Maylands at 8:30am for a coffee before departing for Fremantle at 9:00 am - Map Rifo's

Alternatively aim to be in Fremantle for around 10:00 am.

Always a good day out, Sausage sizzle provided by Fremantle Men's Shed.

Contact Mike for more details.

Mob : 0488 065 778

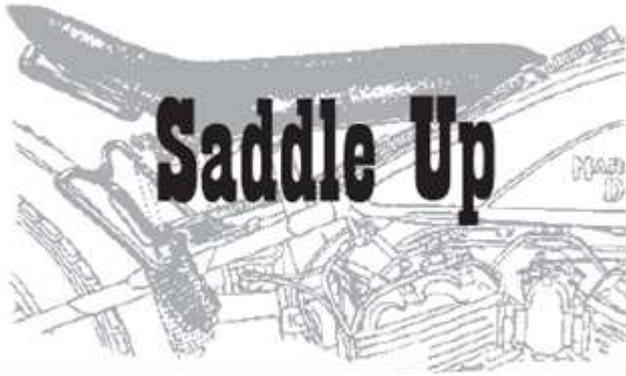
General Business: Chris reported news from Garth Pople in NSW that a rider had died on a event when the side stand on his WLA had come down during a ride which had caused his bike to continue on instead of turning a corner. Our thoughts are with his family and fellow club members.

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

Meeting closed at 7.30 pm with thanks to Jeremy

Next meeting:

TUESDAY 12th May at Brian's place, 45 George Road, Lesmurdie, WA .



Saddle Up April 2015

With March behind us and April also drawing to a close in a few days, we find once again the year passing a little too quick. April's run was Stefan's "Adjust the Walves" ride and by all accounts a pleasant one, please see write up for the full story.

A couple of other events to mention; the Roaring 20's run attended by Wayne and Hamish, with Wayne picking up a trophy for best bike for the 101, congratulations Wayne. Chris also managed to score a trophy for best bike with his Bobber at the Cranksters display and classic drags held at the Motorplex, congratulations Chris. Ahead is this weekends "Classic Car Show" (May 3rd) at Whiteman Park and I would strongly encourage you to come along and display your American machine/s to support the history of Classic bikes. It's always an enjoyable day, while your bike is on display, you can amble around and take in the sights of classic-motoring history. Whatever your breed of fancy, it will be well represented here, have the family come along, picnic, fun for the kids (or grandkids). We will have the BBQ in place for breakfast and lunch along with basic coffee and tea.

NOTE: To access the park to display, a gate pass is required, we will be meeting at the Dulwich Rd entrance off Marshall Road from 7.30am, please-don't be late. Event starts at 9am, bikes are to be in place by 8.30am.-For insurance reasons, the display area is locked down and no vehicle-movements are allowed between 9am and 3.30pm. Please contact Mike Tolj for further info.

There is also another display our club is invited to attend, the annual **Arthur Grady Event** in Freo on the 9th of May. This is not a mandatory club event but we would appreciate the support to showcase the American machines to the public. Event starts at 10:30am bikes are to be in place by 10:00am. Please contact Mike Tolj for further info.

REMEMBER - Keep up the maintenance, ride safe and stay upright...

Andrew Scudds

Ride Calendar

May 3rd – Whitman Park Classic Car Show – meet at entrance off Marshall Road from 7.30am. Mike will have entry Tickets. Our club needs to supply one road marshall (volunteers contact Mike). Organizer Mike Tolj

June 21st – Andrew's "Random run" – Meeting at Alfeads Kitchen in Guildford 8.30am for a 9am sharp departure. Nice country run, should be finished by 2pm, all welcome. Andrew 0477 310 989

July – TBA – Need a Ride Suggestion

August – TBA – Need a Ride Suggestion

Other Events

9 May - Arthur Grady Event in Fremantle Meet at Rifo's in Maylands at 8:30am for a coffee before departing for Fremantle at 9:00 am - [Map Rifo's](#) Alternatively aim to be in Fremantle for around 10:00 am.

More details, contact Mike Tolj

24th May - Rumble in the Valley - Option ride for anyone interested.

[The Vintage Collective Markets Perth Western Australia](#) 14 YUKICH CLOSE, Middle Swan, Western Australia, Australia 6056

Registration Details - You have to enter at no cost. - [Details](#)



Whiteman Park 2015 Display Location and Ticket Pickup – 7:30 – 8:30am



Chris's Bobber Best Classic Bike in Show at Cranksters Swap-meet and Drag Day

Indian

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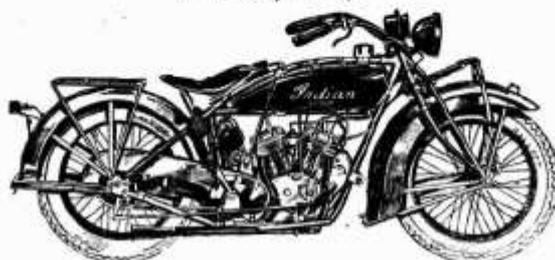
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They are the same cost as our ordinary style t-shirts. The embroidered logo is the same logo from our current hats and is 50% larger.

Shirts work out at \$32.50 each and are made from DriWear.

They are pretty stylish combining all of our club colours in one great shirt.

Advise Mike if you want one and they can be delivered to Whiteman Park



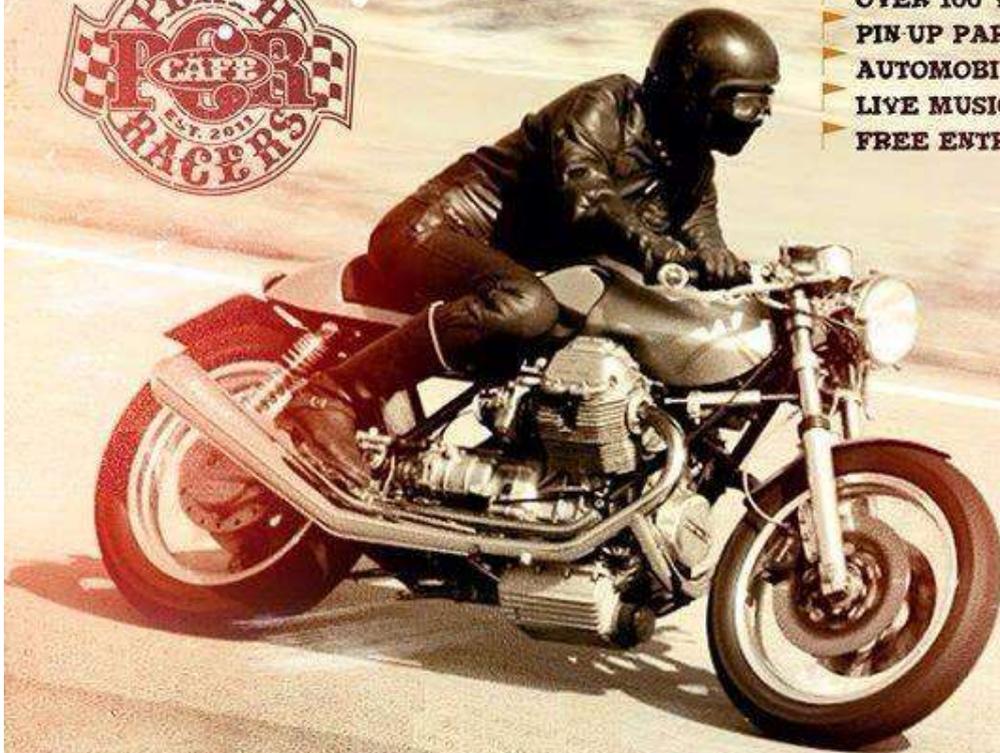
Upcoming Events – Arthur Grady - Saturday 9th May 2015



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