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# ALL AMERICAN

*Motorcycle Magazine*

Dedicated to American Motorcycles & the Folks Who Ride Them

Vol #3 Issue #1

Jan/Feb 2006



**MURPHY'S CUSTOMS**

**BIKER MOVIES  
ARE BACK  
IN 2006**

*Hot Choppers...*

**TWIN CAM  
GEAR VS CHAIN**

**All American Motorcycle Events - 2006**

**American**  
MOTORCYCLE  
EST. 1902



Branscombe Richmond TV/Film Star & formerly with Indian Motorcycles, introduces AMC 1902's 2006 Models - "Ol School Bobber" & "Renegade SE".



# ALL AMERICAN



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## From the Editors Seat

Here it is 2006 already and winter is going to be over before long. I'll tell you I'm ready for Spring and some riding time to clear out the cobwebs. Too much rain in the Northwest, too much snow in the Northeast, fires in the south and on and on. I'm reminded of the Arlo Guthry tune. "I just want to ride my motorsickle".

I'll be ready when it gets here. Just replaced my battery and starter and a new pair of tires - I'm ready to roll.

Well there are some changes in our schedule since last year. First of all the All American Motorcycle Show series is being scaled back a bit for '06 so that we can really nail the best venues. We started on several shows that wound up not panning out. So we are only scheduled for one All American Motorcycle Expo in Eugene Oregon on Saturday and Sunday September 30 and October 1st. This will be in the big Convention Center and will be 2 days of nothing but fun and All American Motorcycles. The Big Motorcycle Show for Cash and Prizes and a Giant Swapmeet with hilarious Games and Contests throughout the 2 days. Sunday will culminate with a 3 way All American Motorcycle Build Off Contest with all 3 Bikes being Auctioned off for the Benefit of Spence Butte Schools. Plan early and dont miss the event of the year. Lots more to be announced about the Biggest Motorcycle Expo ever in the NorthWest.

We have a motorcycle swap coming June 4 at the Lane County Fairgrounds in Eugene Oregon and more to be announced for Salem & Roseburg OR and Vancouver WA. Watch for the schedule next month. BIG NEWS - We're going RACING - watch for announcement next month. Mid July in Western Oregon. Besides our events this year we'll be at the V-Twin Expo dealer trade show, Daytona, Laughlin, Hollister, Sturgis, Reno and swap meets and motorcycle shows across the country.

You can now find AAMM in over 160 Motorcycle shops in 27 states and of course you can join our 5500 free subscribers by sending in an order blank or catch us at any motorcycle event and now online at [www.allamericanmotorcycle.com](http://www.allamericanmotorcycle.com). This is your motorcycle magazine and we want your input. Send us your Biker fiction, photographs of your bikes or your runs. We also need area reps for high commission ad sales and local contacts for promotions. I'll be looking for ya out there on the road so keep the greasy side down. See ya later, bye. - Rusty



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# *Branscombe*

## **Introduces the Bobber and Renegade**

Article by **Bob Page & Rusty**

Branscombe Richmond, TV & Movie Actor and spokesman for the American Motorcycle Company 1902, introduces the Ol School "Bobber" model and the sleek and stylish "Renegade" for 2006.

The Bobber is an exclusive vintage styling motorcycle that includes many unique and custom vintage parts. From the unique Springer front end to the cool old School levers and floorboards, you'll find it is heads up above the others and it really stands out in the crowd.

Manufactured under license by Carefree Custom Cycles in the name of American Motorcycle Company 1902 and is delivered with an appropriately designated MSO. In addition to its classic styling it boasts a 96" S&S powerplant at 104 Horsepower and 6 speed left side drive transmission. This bike is built to ride and ride hard. Available in many creative color schemes, AMC 1902 will work with your idea's or create a look just for you.

The AMC Ol School Bobber is manufactured under license by Carefree Custom Cycles in the name of American Motorcycle Co. 1902, and will be delivered with an appropriately designated MSO.

Branscombe owns the one you see here and as we can see, he is enjoying himself a bit as he tools around LA's famous Rock Store.

The "Renegade SE" is a limited edition, very exclusive motorcycle, with only 50 units that will be sold in the US. These bikes are signed and numbered to identify parts matching bikes. Orders are taken on a first come first serve basis with non-refundable deposits of 25% required at time of placing order. The Renegade





# Richmond

for American Motorcycle Company est 1902

Photographers Horst Rohm & Carsten Berg

SE is available in three color ways reflecting the same flame design and feel. Including 1) Vibrant Flame Orange 2) Ocean Deep Cobalt Blue Flames 3) Tricky Black Flames. Check out BR on the following pages on his personal kick ass Orange Renegade SE.

It is powered by an S&S 124" engine and Trick Shift right side drive transmission. In addition to Brute power no detail has been left behind. Custom fabricated bodywork with the latest state of the art engine management system, air ride suspension, hidden wiring, sculpted lines, unique gauges, crocodile seat and custom billet everywhere. A truly special breed to be owned by a very select few.

Both the "Bobber" and the "Renegade SE" are the design & vision of Branscombe Richmond of AMC 1902 along with Tony Abbruzzese and Doug Rich of Carefree Custom Cycles. All bikes are DOT and EPA compliant meeting all federal regulations for registration and title. All wiring for turn signals, etc. are installed and bikes will be delivered with appropriate required lighting available to meet state and federal standards.

In addition to these bikes Branscombe is introducing, AMC 1902 models include the 111", 114hp "SixKiller 300" Pro Street and the "Choctaw 300". The 96" "Choctaw 240" and the newest addition the Apache Bagger, a joint development project between AMC1902 & Corbin USA. The brand "Apache" (as well as the "Choctaw" brand) have been licensed from the Choctaw-Apache tribes of Louisiana in an effort to support their tribes development programs, and the rebuilding efforts needed following the affects of Hurricane Katrina which decimated that state.

AMC 1902's 3 principals, Robert Page, Murray Smith and Branscombe were the force behind the resurrected Indian Motorcycle Company in 1998. After

*Continued on Page 9*









## 2006 Ol School Bobber

**Design & Vision:** Branscombe Richmond, AMC1902 Tony Abbruzese, Carefree Custom Cycles Doug Rich, Carefree Custom Cycles

**Fabrication:** Carefree Custom Cycles, Glendale, AZ Ron Dewey, Glendale, AZ

**Engine:** S&S 96 c.i. Motor generating 104 hp. Compufire Dual Fire Ignition System

**Transmission:** 6 Speed Left Side Drive W/ Open Primary Final Drive is left hand chain drive

**Lighting:** Bates

**Forward Controls:** Vintage Look Forward Controls and floorboards

**Exhaust System:** Vintage Style Exhaust by Brute Exhausts, Phoenix, AZ

**Frame/Suspension/:** Rigid frame is from Frame Works, Glendale, AZ

**Handlebars:** Apes were furnished by "Chubby's"

**Details:** Carefree Custom Cycles, Glendale, AZ

**Compufire:** 32 Amp charging system

**Front End:** Old School Springer Front End Single disc brakes front and rear

**Wheels Tires:** Custom Painted Wire Wheels – 16 x 3 Front Tires: Metzler 130 x 16 Custom Painted Wire Wheels – 16 x 3 back Rim

**Paint & Chrome:** Custom Paint, by "Rolling Thunder", Phoenix, AZ Chrome by Concur's Plating, Phoenix, AZ

**Pinstriping:** Tony, Glendale, AZ



## 2006 Renegade SE

**Design & Vision:** Branscombe Richmond, AMC1902 Tony Abbruzese, Carefree Custom Cycles Doug Rich, Carefree Custom Cycles

**Fabrication:** Carefree Custom Cycles, Glendale, AZ Ron Dewey, Glendale, AZ

**Engine:** S&S 124 c.i. Carb Motor, S&S Ignition System

**Transmission:** Trick Shift Six Speed Right Side Drive 3" Open Primary – Road Max Final Drive is Chain

**Throttle & Clutch:** w/ all hidden cables, All electrical controls are custom installed (Not on handle bars)

**Forward Controls:** Custom made by Supreme Legend

**Exhaust System:** 2 into 1 exhaust – Street Walker Exhausts, Phoenix, AZ

**Frame/Suspension/Oil Bag:** Frame Works, Glendale, AZ 4" Stretch 40 degree rake w/ 4" down tube. Clutch & Throttle: All designed with cables hidden. Electrical controls are custom installed for clean handlebars look and feel (not on handlebars).

**Handlebars:** Envy Cycles, Phoenix, AZ Custom Wiring

**Details:** Carefree Custom Cycles, Glendale, AZ

**Compufire:** 3/o-40 Amp charging system

**Front End:** Mean Street front end w/ 3 degree tree's Dual disc front brakes w/ 6" Overstock Forks

**Remote Oil Bag:** Frame Works, Glendale, AZ

**Front Rim** – Carefree Custom Cycles AMC1902 Custom Chrome Billet – 21 x 3.5 **Tires:** Avon 120 x 21

**Back Rim** – Carefree Custom Cycles **Tires:** Avon 300 x 18 AMC1902 Custom Chrome Billet – 18 x 10.5

**Paint & Chrome:** Gary Crisp, Crisp Custom Paint, Phoenix, AZ Concours Plating, Phoenix, AZ



# BRANSCOMBE'S RENEGADE SE

**American**  
MOTORCYCLE  
EST. 1902





*Continued from Page 5*

turning IMC into a 300 million dollar company in the first year and though Indian eventually ran into trouble, the first 4 years was an unbelievable success story due to the work and dedication of this team. Now to AMC 1902 where you'll find the American Motorcycle Company (Founded 1 year after Indian and 1 year before Harley-Davidson) produced bikes from 1902 to 1922.

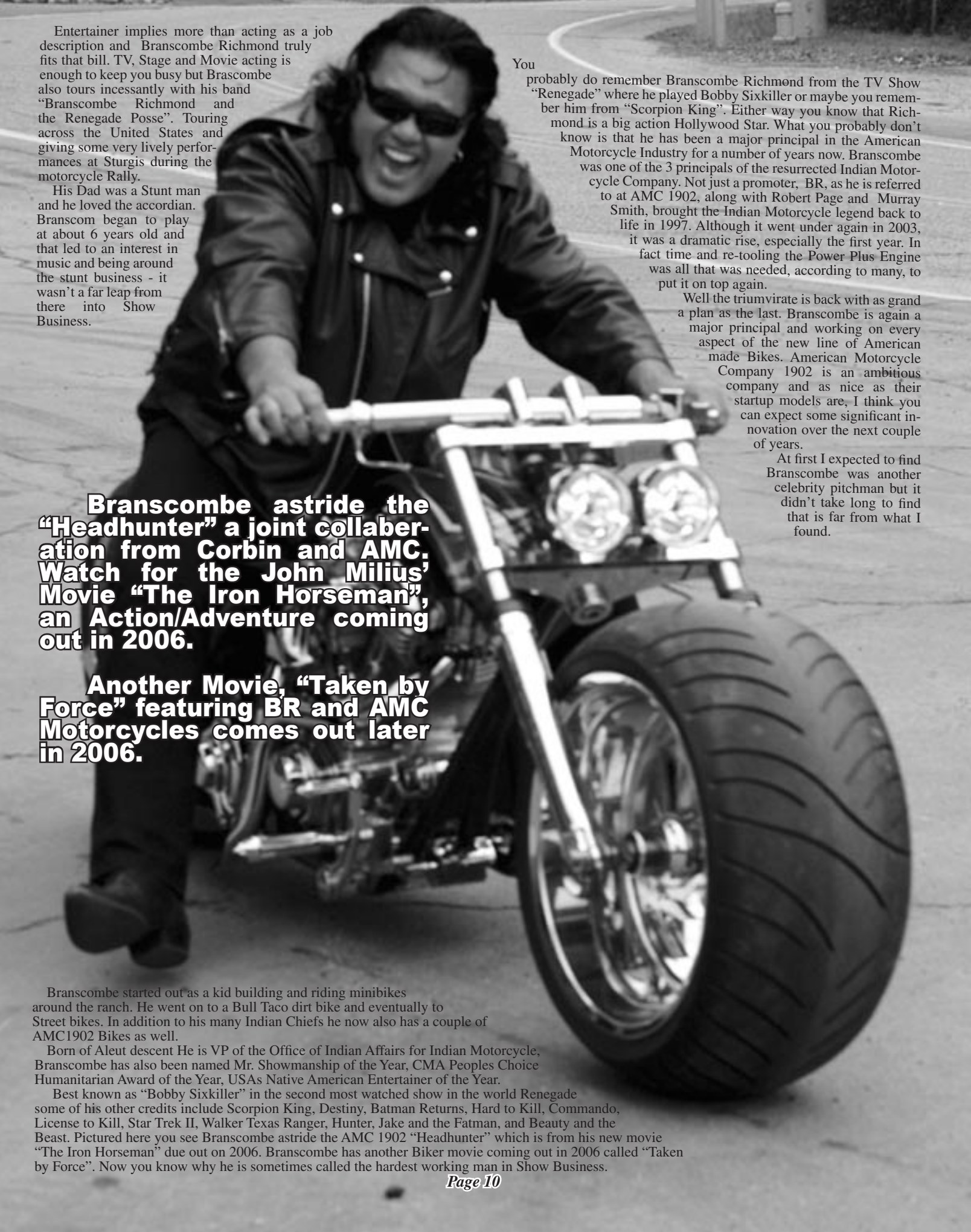
Considered the best hill climber of it's time, it was often described with the words "Power and Beauty". They purchased the brand and reintroduced the first Renegade in Sturgis 2005.

Check out the "Headhunter" model with a 300 tires in back and up front! This bike is AMC and Corbins collaboration for the upcoming movie "The Iron Horseman" and you can see it on the next page. Branscombe and American Motorcycle Company 1902 will be promoting the 6 new models around the country or check out their ad in this issue for the 2006 line of AMC.

**Read more about Branscombe, His new movies and projects on the next page.**







Entertainer implies more than acting as a job description and Branscombe Richmond truly fits that bill. TV, Stage and Movie acting is enough to keep you busy but Branscombe also tours incessantly with his band "Branscombe Richmond and the Renegade Posse". Touring across the United States and giving some very lively performances at Sturgis during the motorcycle Rally.

His Dad was a Stunt man and he loved the accordeon. Branscom began to play at about 6 years old and that led to an interest in music and being around the stunt business - it wasn't a far leap from there into Show Business.

**Branscombe astride the "Headhunter" a joint collaboration from Corbin and AMC. Watch for the John Milius' Movie "The Iron Horseman", an Action/Adventure coming out in 2006.**

**Another Movie, "Taken by Force" featuring BR and AMC Motorcycles comes out later in 2006.**

You

probably do remember Branscombe Richmond from the TV Show "Renegade" where he played Bobby Sixkiller or maybe you remember him from "Scorpion King". Either way you know that Richmond is a big action Hollywood Star. What you probably don't know is that he has been a major principal in the American Motorcycle Industry for a number of years now. Branscombe was one of the 3 principals of the resurrected Indian Motorcycle Company. Not just a promoter, BR, as he is referred to at AMC 1902, along with Robert Page and Murray Smith, brought the Indian Motorcycle legend back to life in 1997. Although it went under again in 2003, it was a dramatic rise, especially the first year. In fact time and re-tooling the Power Plus Engine was all that was needed, according to many, to put it on top again.

Well the triumvirate is back with as grand a plan as the last. Branscombe is again a major principal and working on every aspect of the new line of American made Bikes. American Motorcycle Company 1902 is an ambitious company and as nice as their startup models are, I think you can expect some significant innovation over the next couple of years.

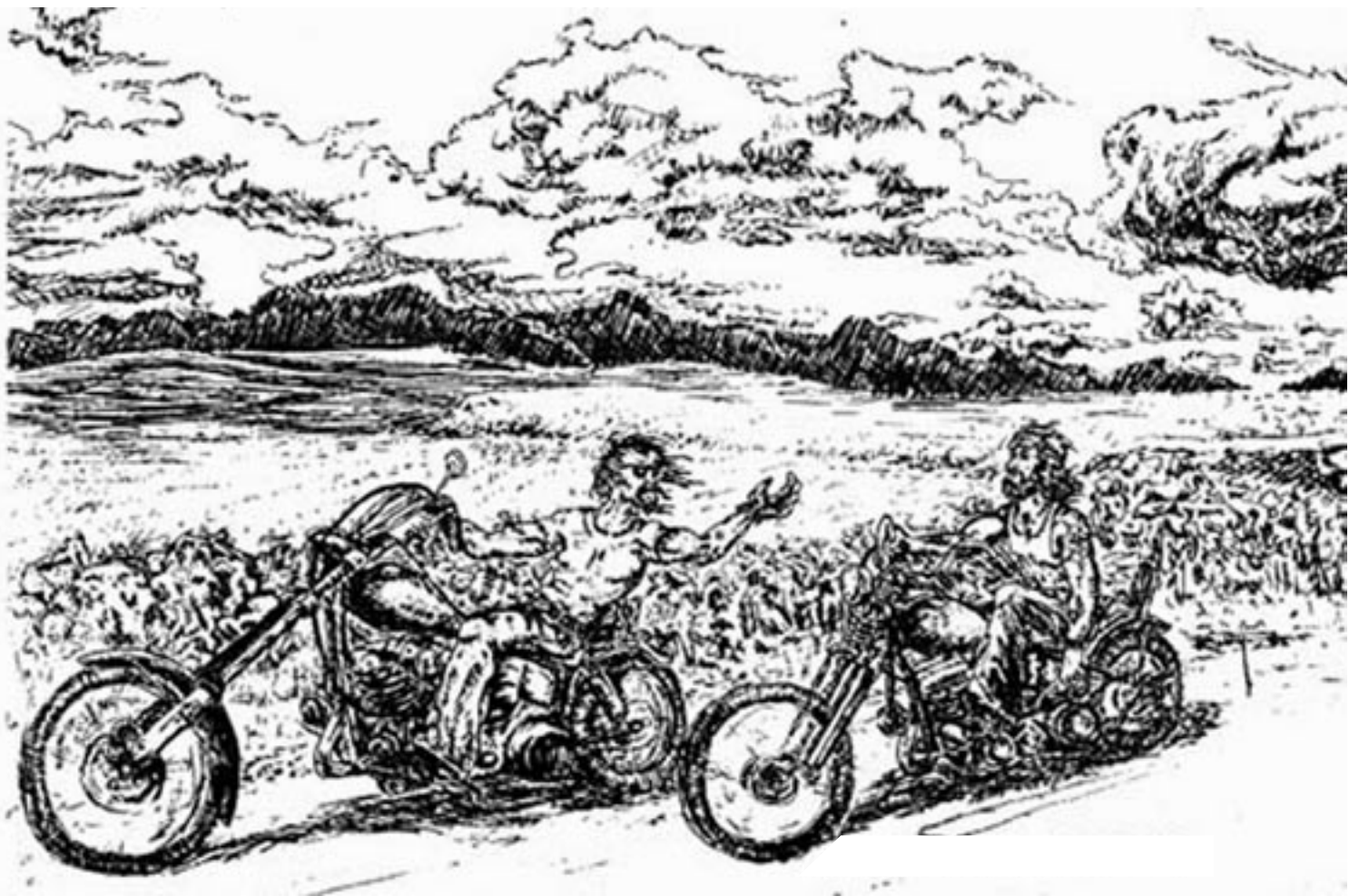
At first I expected to find Branscombe was another celebrity pitchman but it didn't take long to find that is far from what I found.

Branscombe started out as a kid building and riding minibikes around the ranch. He went on to a Bull Taco dirt bike and eventually to Street bikes. In addition to his many Indian Chiefs he now also has a couple of AMC1902 Bikes as well.

Born of Aleut descent He is VP of the Office of Indian Affairs for Indian Motorcycle, Branscombe has also been named Mr. Showmanship of the Year, CMA Peoples Choice Humanitarian Award of the Year, USAs Native American Entertainer of the Year.

Best known as "Bobby Sixkiller" in the second most watched show in the world Renegade some of his other credits include Scorpion King, Destiny, Batman Returns, Hard to Kill, Commando, License to Kill, Star Trek II, Walker Texas Ranger, Hunter, Jake and the Fatman, and Beauty and the Beast. Pictured here you see Branscombe astride the AMC 1902 "Headhunter" which is from his new movie "The Iron Horseman" due out on 2006. Branscombe has another Biker movie coming out in 2006 called "Taken by Force". Now you know why he is sometimes called the hardest working man in Show Business.





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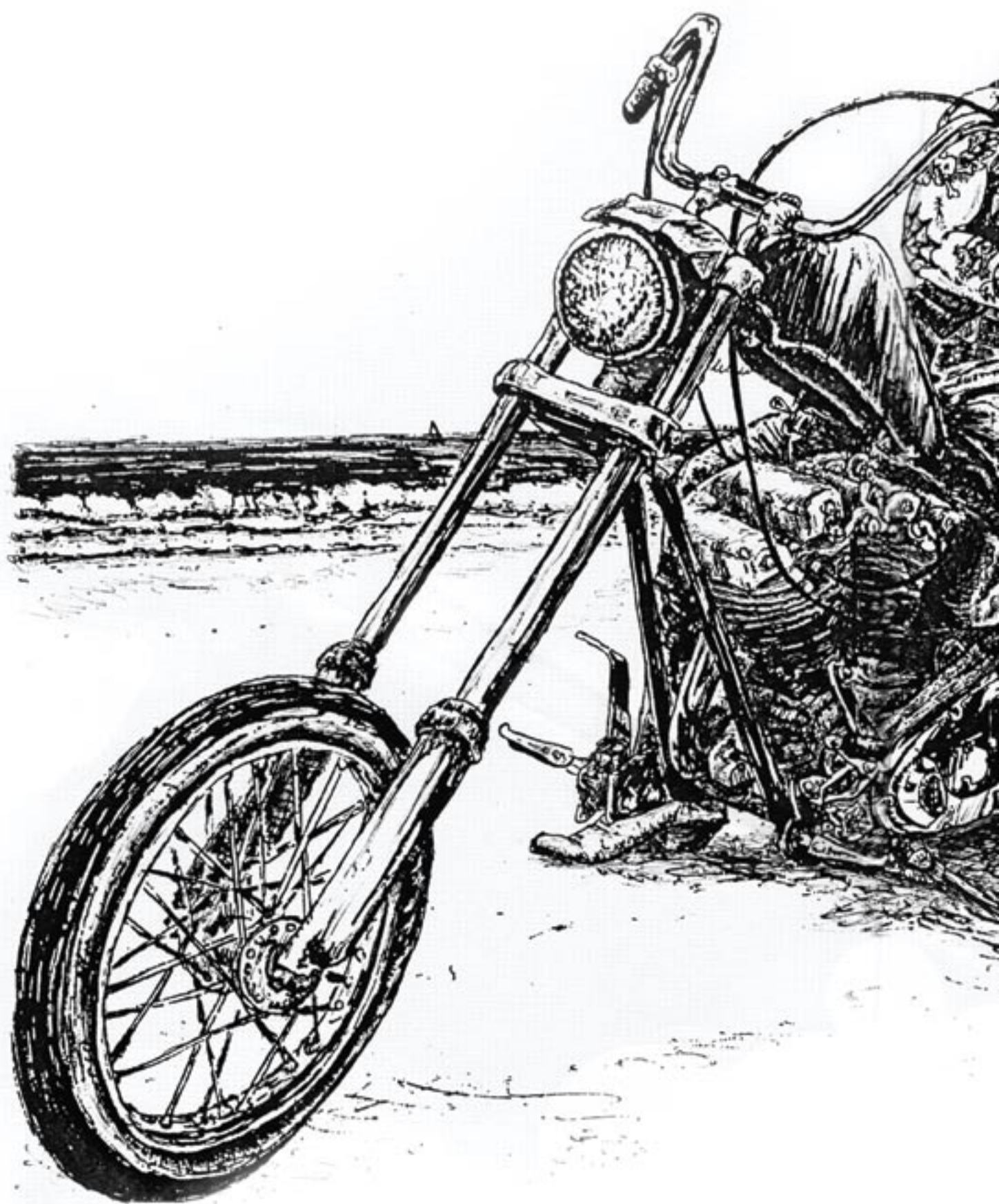
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# Gear Drive vs Chain Drive for Twin Cams

By Whitewall

Photos by Scooter Brown

## Why Upgrade? Read & Decide...

If you have a Twin Cam Motor in your bike you may have already made this modification, if not you should read further. No doubt the Twin Cam family of V-Twin Engines is an effective power plant but there is one aspect of stock chain drive cam and oil pump that may stop you in your tracks. It is a choice but not much of one.

First lets consider a chain driven cam and oil pump assembly. An OEM chain assembly has vibration, lash, friction and other mechanical wear. Combined with the shoe tensioners tendencies to heat up and causes small particles break away into your motor. Continued heat, friction will cause wear inside the oil pump surfaces and even cause the gears to break. As wear continues on the shoes, the chain gets sloppier and lash increases causing irregular surface contact and skating wear on the lobes and tappets. Broken, burnt bits of the resin from the shoe tensioners also puts the rest of your motor in jeopardy. According to Greg at Greg Coen Motor Company, "We have seen major repairs to Bikes with as little as 7500 and even more catastrophic events at 35000 miles"

Now with gear driven assemblies you eliminate all of those failure points and you get an improvement of horsepower to torque ratio and a major performance boost. Most after market assemblies are significantly enhanced for performance and you should be sure that you are choosing the right application for your ride. Plates are made by Delkron, Fueling and others. S&S is said to have a new plate with a radical oiling design available soon.

Cams are all made by Andrews but are also distributed on other assemblies, check you after market suppliers for more.

Being as Greg recommends that you definitely know what your doing before you try to make this modification in your garage. Keeping in mind a press is needed for the gears and installing the plate - Best bet, take it to an experienced shop to get the best results. With that in mind I went over to watch his mechanics working on a Road King as it gets gear driven.



Here is an '03 Road King that just got a 103" Screamin Eagle Kit and is now getting Gear Driven Oil Pump and Cam Assembly

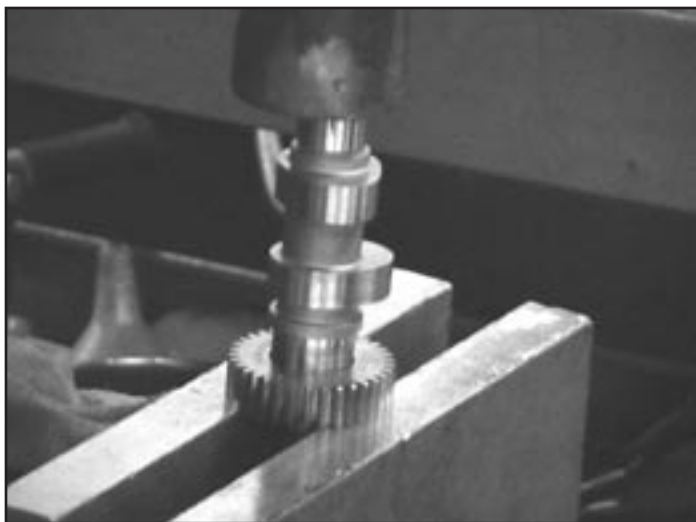


First we check out the stock assembly and even though this one has suffered less than some but we can see some parts from the not so lucky motor like the pitted, burned shoe tensioners. The little bits are hard and score and pit your engine as they wear and grind.

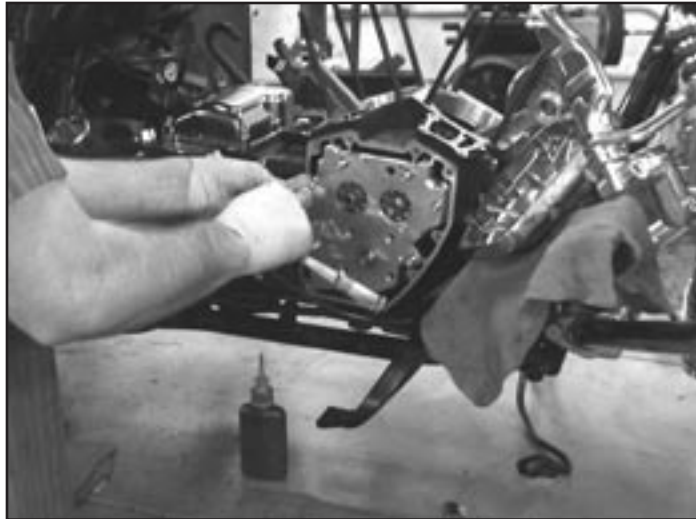


Bits of broken burned resin tried to go through the oil pump above but it was to much and broke the gear. Next is a scored oil pump that no longer puts out steady oil pressure. That'll toast a good motor, huh? If that ain't enough, the problems include bearing skate across the cam lobes, aggravated by heat, vibration, shoe wear and chain lash - all contributing to bad performance prior to a catastrophic loss if not detected early. All of these are, according to Greg Coen, "It's just a matter of when, not if...."





The cams will need to be pressed together and then into the plate assembly. This is best done in a shop and not on your vise out in the garage. Steven has just pressed the cams and is laying out parts for the gear drive set up, I believe these are from S&S.

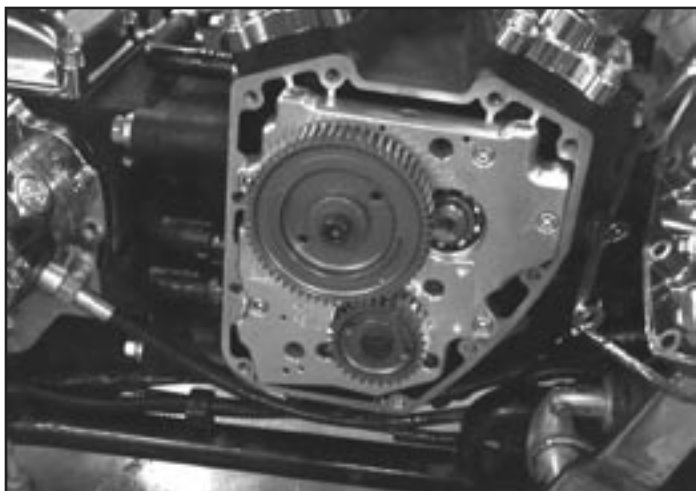


The oil pump is a crucial factor in the overall reliability of any motor and care is used on the inner gears as they are inserted. Once the pump is installed then the plate assembly with cams is next. This is a Delkron plate and is an excellent choice for performance.



Chad West steps for the 2 man portion of this event, tightening the plate as Steven strokes the flywheels to concentrically align the pump gears as the plate is sucked down tight. Finally the drive gears are installed and it's time to button up the right side.

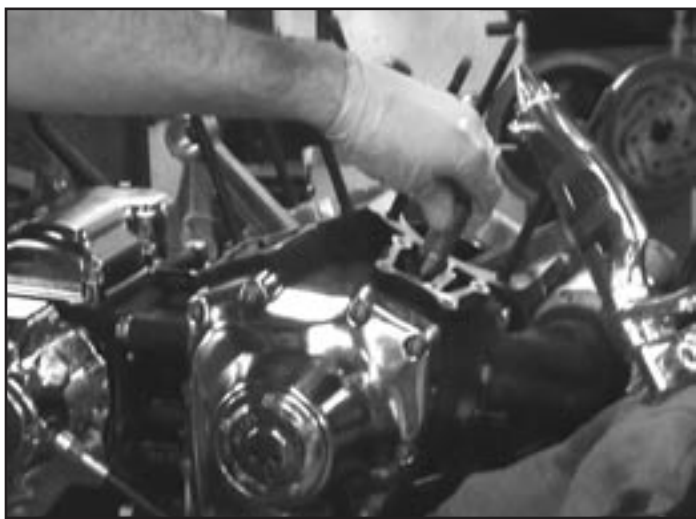




It does look a lot more performance oriented than the chain drive assembly. Very clean and an efficient transfer of power, both for the cam action and especially the oil flow is a directed and regulated action for better lube. Steven Coen, Ace mechanic, agrees 100%.



Everything goes back on just like it came off and you cant tell a thing from outside. Well According to Steven, "they will whine a little from gear spin but we shim them to take the whine out". Once the cam cover is on, just install your tappets and blocks and your done.



Of course you install your pushrod assembly and in this case the stock top end is going back on, which makes the 103" Screamin Eagle kit a pretty good combination for the gear drive upgrade. This is one Road King that will be tearing up pavement next year!

Thanks to Greg Coen Motor Company, the American Motorcycle Specialist for letting us hang out and bug them while trying to get their work done. You can catch Greg Coen and Mechanics Chad West and Steven Coen at 151 Main in Springfield Oregon.

Call 541 747-3525 and they'll be glad to show you a hundred other reasons why gear drives rule and how they improve reliability.





# MURPHY'S CUSTOMS

Story by Captain Howdy

Photos by Flash

## Murph the Framologist

Hidden away in a little industrial strip in Glenwood Oregon you'll find Murphy's Customs where motorcycle fabrication is more of a quest than a job. Meet Gordon Murphy, or "Murph" to everyone who knows him.

Murph is a motorcycle fabricator right down to his webbed toes. You might remember the unbelievable piece of machinery his '57 Matchless is when we featured it in the November '05 issue of AAMM. Besides the fact that he first fabbed it, frame and all, back in '74 when he was 17 years old, the thing is a testament to American ingenuity! Sure some of the most technical mods have evolved over the years but leave it to say, he's "Old School before it was cool".

Frame wizardry is Murph's passion these days. He continues to build ground up one of a kind choppers even though creating the individual frame is the creamy nougat center for him.

Murphy approaches the frame as a hanger for everything that it attaches to and his job is to connect it up with style. Instead of keeping several configurations of neck rakes or backbone stretches, at Murphy's Customs the rake and stretch and chop is figured by the individual as he is positioned with the components. Murph zips it together, tight and clean for a perfect fit. No boilerplates here.

He's got the experience of years of frame fabrication and a couple of generation X frame jigs that allows him to punch in every combination for any frame. "One Off" is always the bottom line and form is never substituted for

*Continued on next pages*

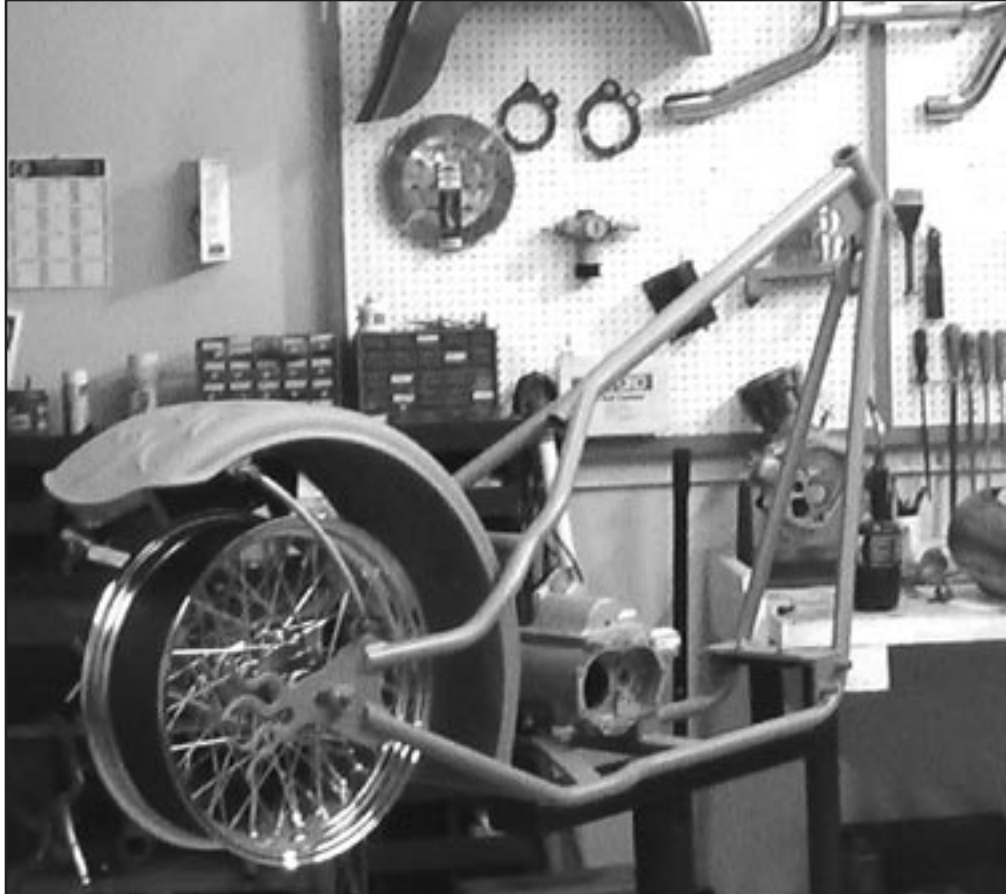
We featured Murph's '57 in our Oct '05 issue. Why is it in the All American Motorcycle Magazine. Well this bike was built with pure American spirit. Originally built in '74 when Murphy was only 17, this is a marvel. Besides the early frame work there is fab and machining from top to bottom. 500ci with a relieved, lightened and polished lower end with big end rod bearings. A 4 speed Norton tranny grafted on with an exposed homemade belt drive and air shifter. Cases have gusseted output, internal oil scraper and vented with bathtub chamber headwork and a Wiseco HD piston, Manley valves, chrome moly pushrods, custom cam and a Murphy built nitrous injection and Turbo and wheelie bar for the Race-track. Top it off with Murphy's air over hydraulic Wide Glide front forks, a killer spiderman paint job and of course Murph's famous Chrome Moly Frame and you have one of the most original customs ever!











*Continued from Previous Pages*

function or reliability. Testing and quality controls insure durability and styling compatibility.

Murphy's Custom is a clean, well-tooled and efficient machine shop that is tailored to Murphy's meticulous sense of order. Frames are carefully brought around from design to layout and all of the "hanging" points are then built in place. With all of the dimensions, stretch, fork angle and length, drive components and rear tire specs dialed in - the sculpture takes on a life of it's own.

Innovation also depends how stuck in a rut you are sometimes, He says, "I look at each bike with fresh eyes from the very start". With no preconception other than the knowledge of what works and why things dont work, he translates it into the perfect skeleton and underlying transport for the desired end product.

Murphy is kind of brainy about motorcycle fabrication and definitely has the mechanical aptitude and the energy needed to keep putting out fast, cool looking Choppers for all these years. If you are looking to build another Custom, you should give Murphy a shout and find out what ideas he can come up with for you. Murphy's Customs, 5170 Franklin Blvd. #10, Glenwood OR 97403. Or call him for an appointment 541 744-5995.







Freem

Chop







## ***Choppers - Flame On!***

Here's another hot Chopper from Freeman Choppers up in Sheridan Oregon. We've seen quite a bit from the Freemans, and according to Dale, "You haven't seen anything yet"! "We're coming on real strong this year!"

Dale and sons, Will & Justin rely on 3 generations of Harley experience and over 2 years of combined MMI schooling to create show stopping Customs.

### **Tech Sheet**

**Owner:** Freeman Choppers

**Builder:** Freeman Choppers

**Model:** New Construction

**Engine:** 100" Revtech Motor

**Carburetor:** Smooth Bore Mikuni

**Transmission:** Revtech 6 Speed LSD

**Frame:** Freeman Choppers. 8 in stretch in front, 2 in stretch in backbone, rigid frame.

**Front Forks:** H-D 14" Over.

**Rear Wheel:** .Spoke - .200 X 18" Avon Tire

**Front Wheel:** Spoke - 21" X 3" Avon Tire

**Brakes:** Rear H-D Disk, Front HD Single Disk

**Exhaust:** Custom Chrome Straight Duals

**Handlebars:** Custom Chrome 12" Mini Apes

**Tanks & Fenders:** Freeman Choppers

**Painter:** Billy Bob

**Paint:** Flames over black

**Chrome:** Cruizin Classics

**Choppers**





# ALL AMERICAN CLASSIFIEDS

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Custom Shovelhead, "Dangerous Toys". Built by American Iron Cycles. 1st Place winner at 2 Shows. See in Dec issue. \$18,000, OBO. Al Peacock. 541 221-1482

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# All American Motorcycle Swap Meet

## Eugene Oregon Sunday June 4 2006

at the Lane County Fairgrounds - 796 W 11th Ave 9am - 5pm



### Swapmeet Fever



Come Early and Stay late for Fantastic Deals on Custom, Stock and Vintage Motorcycles, Parts and Accessories, Leathers and Clothing, crafts, gift items and more.

All American Motorcycle Swapmeets attracts more venders and motorcycle enthusiasts. Lively contests and concessions make audiences stay longer and sales more competitive.

We advertise our events to the largest mailing list of Motorcycle riders than anyone else in the North West. Western Oregon's biggest !

**\$40 10 X 10 booth fee. Bring your own Tables & Chairs. Setup starts at 6:00am Sunday morning. Reserve your booth early. This will be the largest Swap Meet in Western Oregon this Summer. We advertise to over 7500 Harley riders in the Northwest and mail to the largest Vender list in the Pacific Northwest.**

**To Reserve Booths  
Call Rusty at 541 868-0899  
All American Motorcycle Magazine 329 Main St Springfield OR 97477  
[www.allamericanmotorcycle.com](http://www.allamericanmotorcycle.com)**



# American™ MOTORCYCLE

Est. 1902

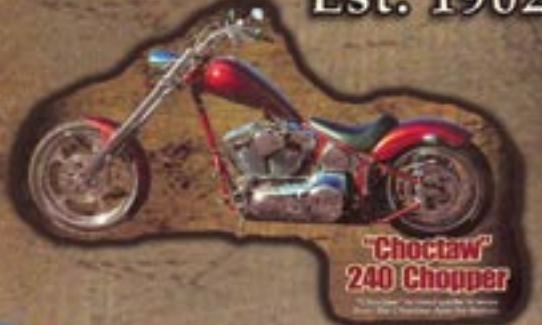
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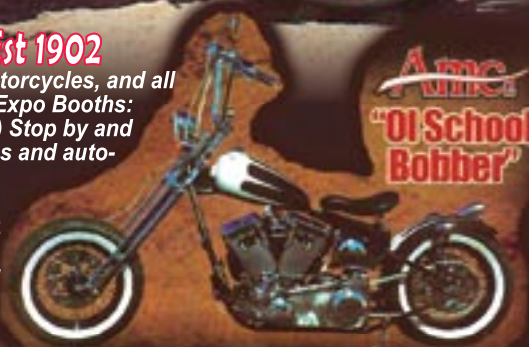


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Orders to commence production are taken with a non-refundable deposits of 25% required at time of placing order. All bikes are DOT and EPA compliant meeting all federal regulations for registration and title.

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