

ALL AMERICAN

Motorcycle Magazine

Dedicated to American Motorcycles & the Folks Who Ride Them

November 2005 Vol 2 Issue 1

FREE



Choppers

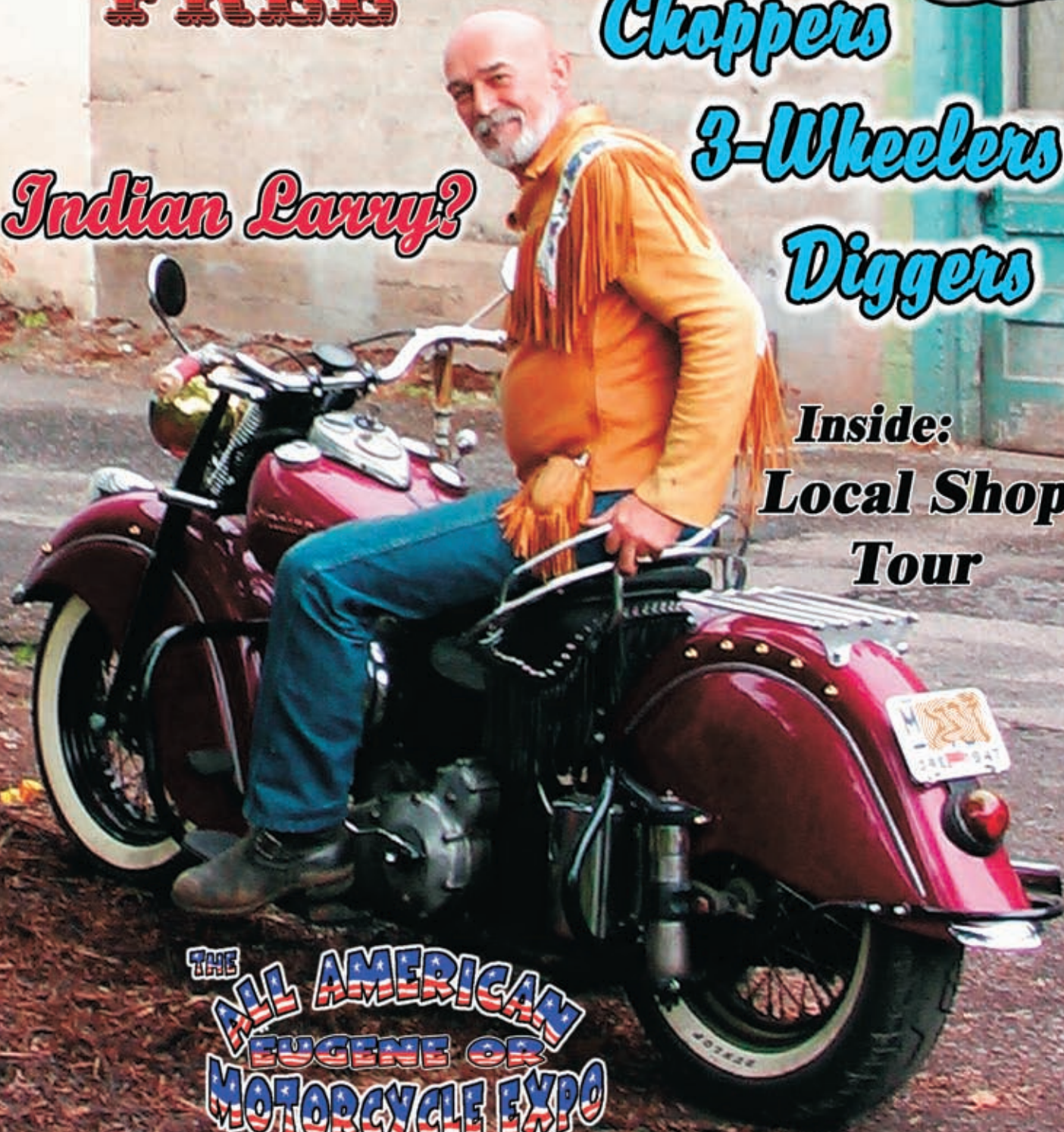
3-Wheelers

Diggers

Indian Larry?

**Inside:
Local Shops
Tour**

**THE
ALL AMERICAN
EUGENE OR
MOTORCYCLE EXPO**



ALL AMERICAN SUNDAY OCT 9 EUGENE OREGON MOTORCYCLE EXPO

Welcome to the All American Motorcycle Expo here in Eugene Oregon. You will find all of the ballots needed for this show on page 6, inside. Audience contests will take place on stage at the designated times and pictures will be posted on the Contest board so voting can continue. Ballots for Peoples Choice for Best of Show and Best Paint & Best Display are also on page 6. Dont forget to fill out your personal information to be eligible for Doorprizes and to insure your ballot is counted. Ballots will be taken up at 4:00 Sharp. Need not be present to win.

Contests: 12:30 - Beer Belly Contest 1:30 - Best Ladies Outfit 2:30 - Motorcycle Art
3:30 - Tattoo Contests 4:00 - Ballots taken in & Benefit Auction starts 4:45 Awards start



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From the Editor

As I look over the proofs for this issue, I'm surprised at how it all came about. Here we are though, warts and all. It started as an ad paper sent out to our Swapmeet contacts and vendors. Now here is the first color issue.

The All American Motorcycle Magazine has a new way of doing things. Most Free motorcycle publications are distributed to drop off spots. AAMM is actually a free subscription. Our current circulation is just under 5000 riders. We do send bundles to drop off points as well - currently about 50 of them. 90% of our readership is in Western Oregon and Western Washington.



As subscriptions continue to grow, we are getting a better handle on what you want. First of all - More Motorcycles! I hear that real clear. Hope to see ya down the road.....
-Rusty

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Table of Contents

Greg Coen Motor Co
Springfield's Finest..... Page 4

American Iron Cycle
Where Choppers Rule.....Page 5

Chaps in the Wind
Photo Shoot with Gary.....Page 5

Expo Ballots/Doorprize
Ballots and Doorprize Entries.....Page 6

Motorcycle Pit Stops
Events, Classifieds.....Page 8

Indian Larry
Bucks' 1947 Chief.....Page 8

Jo's 3 Wheeler
Jammin Cobra Trike.....Page 10

American Made
Murphy's '57 Matchless.....Page 12

Sandys' Drag Trike
Lady Dragster from JC.....Page 12

Central Valley Cycles
Nomans land Cycle Shop.....Page 15


About the Cover

Larry Buckles 1947 Indian Chief. Cover Photo and article written by Publisher Rusty Savage. Rusty and Larry go back about 30 years.



Greg Coen Motor Company



 Greg Coen Motor Company, in Springfield Oregon, is a success story in the making. Greg and "Mo" Coen run a tight ship that caters to regular folks and they do it with pride and

principle. Fair, honest and quality work. That's Greg's formula for success.

Parts and accessories are kept well stocked and Coen's is a major supplier of OEM parts. The Service

department is outstanding. With every focus on making the customers bike run better, faster and more reliable, Coen's has taken performance to the highest level. *Continued on page 15*

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American Iron Cycle

I know, the girls look good, but hey take another look. The Choppers are pretty sweet too.

American Iron Cycle is well known around the Eugene area. It's the kind of shop where you stop in for parts and you wind up seeing a bro you havent seen in a while.

They work on everything there and have the knowledge and experience to do it. I am almost always intrigued by something or another that Leroy and the crew are working on down there.

Well back to the Choppers. Leroy and Jim love Choppers and they have been building some amazing one off customs. Check out the square exhaust tubes on the red



softail. (Ya gotta take yer eyes off the girl for a minute!) You can see more of the Choppers coming out of American Iron by checking out the

Women in Chaps Calender. You can get one at American Iron or at www.womeninchaps.com.

Continued on page 11

Chaps in the Wind

When I first noticed the fat black softail with the CHAPS1 license plate I knew it was Gary Garrison from the Women In Chaps Calendars. I stopped to talk with him for a while and after drooling over his bike for a while he asked me if I wanted to see how these "Photo Shoots" looked from behind the scenes.

As you can see Gary is all business when it comes to his work and here's a man that's working all the time. You probably know about Women in Chaps, but maybe you haven't heard of Women in Waders or Babes in Billiards. There's more too. Go to www.calendardates.com and you can see even more of his work.

Continued on page 10



Photos of Gary by Melinda Hoeve. Model Photo by Gary Garrison. Above photo of Gary & his bike by Scooter Brown



Peoples Choice - Best Bike in Show	Best Male Tattoo
Best Motorcycle Paint	Best Female Tattoo
Best Motorcycle Display	Best Beer Belly
Best Motorcycle Art	Best Ladies Outfit

For Doorprize Eligability & Ballot to be counted it's required that you include your name and address. Please write a number in each box. Tear off the full page, fold - twice and place in the ballot/doorprize box.

Name _____ Phone _____

Address _____ City _____ State _____ Zip _____

Your Age _____ Do you own a Bike? _____ Make? _____ How did You Hear about Show _____

Motorcycle Pit Stops

For Motorcycle News and Events around the Northwest or information for your group or organization to be listed on these pages please send your information as early as possible and we will print as space and schedule permits.

Association for Motorcyclists of Oregon

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All Motorcyclists Welcome



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ABATE of Oregon



Motorcycle Swap Meet

An Indoor/Outdoor event
10,000 NE 33rd Drive, Portland, Oregon
at the Armory (map on the back)


Sunday, November 20, 2005

Gates open to the public at 9 a.m.
Admission: \$5.00 ABATE MEMBER \$8.00 NON-MEMBER
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Vendor Information: Cindy Henderson 503-357-3411
Swap Meet Information: Stephan Baton 503-761-3362
ABATE of Oregon proceeds go to fund motorcycle awareness, education, safety and liberty through community involvement and legislative action.
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"Indian" Larry

by Rusty



It is not the Indian Larry you saw on TV, this is my old friend, Larry Buckles from Junction City, Oregon. I've known Larry for almost 30 years now. In fact I bought the second Harley I ever owned from him back in 1976.

Buck has been riding harleys since he got out of the Navy back in the mid sixties. When he moved out West from Omaha back in 1969, he had his '47 Knuck hanging out of the trunk. He's always been a true Knucklehead rider, ever since I've known him. Yea, 'course, he rides them all including his Heritage Softail. But I know his heart is in the old iron.

I just happened to stop by about a year ago or so when he had just bought this Indian basket case and I remember the gleam in his eye while he was waving his arms around showing me how it was going to go together. I thought, "This is going to be a while". It didn't look like it would be running any time soon to me.

Well, like I said, I've known Larry for a long time and I should have remembered that Buck doesn't let anything slow him down. I recently heard he was riding around on a beautiful Indian Chief. I

Continued on page 11



ELECT

IVEY



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JO'S 3-WHEELER

by Candy

Jo loves her original Cobra Trike. You can tell within a minute of meeting her that she's "Dyed in the Wool".

This monster trike was built in Jeffersonville Indiana in 1991. Number 50 of 86 made. Jo's had it for over 7 years now and has been putting it to the test all the while. "Over 59,200 miles worth", as she says. Including 3 solo trips to Sturgis and trips all over the Northwest.

Jo likes to take her 3 Pomeranians too. Quite a site to see her riding around with "Suzie" harnessed in front of her and the other 2 harnessed on either side of her. These dogs do like to ride and they have been to California, Idaho, Montana and even Sturgis.

This really is a striking Trike. With a 350 small block Chevy, it is a powerhouse. Jo has the trophies to prove it's worth as well. Lots of trophies, plaques & ribbons from Florence Rhody Run, Rosburg Rally, Schucks Auto Show and the Berry Cap Campground in Sturgis among others.

Watch for Jo and her Trike and entourage, selling fruits and vegetables just as you get into Marcola Oregon.



Bucks Indian Chief

Continued from page 8

gave him a call and sure enough he had it together and, he says, I need to come out and see it. As you can see, it's all there.

First thing, I noticed when I got over to Larry's Sign shop, was the huge gold leaf Indian logo on the floor. And there right next to it was a beautiful red 1947 Indian Chief.

"Everything is from original Indian parts or I made it myself" Larry says. He's wearing a buckskin shirt with fringe and beads - whoa thought I was traveling time for a minute there. Buck walks me around the bike explaining how he made it all work. It does work too. I'm really impressed.

There's almost a candy to the red paint, with the gold emblems and trim that makes this bike stand out. Then when Larry sat on it I think I heard a clap of thunder, sounded kinda like a buffalo herd though!

Larry had some company over visiting from Germany. Hans is a Dragon Rider MC, here with his girl, Julie. It didn't take much to coax Julie into posing. Well, talk about your comedy of errors, because Julie speaks no English at all. We got a few more flicks



and Buckles rolls the Indian on outside and proceeds to fire it right up. Sounds as good as it looks too. Just before he tooled off, Buck winks at me and says, "It takes

just about a month to get used to left hand throttle!", and off he blasts - fringes waving goodbye. What a rush. My thanks to Larry Buckles. See Ya.....
-Rusty

American Iron

Continued from page 5

"We've got some killer Kit bikes as well", Leroy says and he shows me several really clean big inch Choppers they are putting out at a really competitive price.

"We can pick and choose quality components that are competitively priced and put it together ourselves and get a better product that way." Before I could say huh, he added, "We build them right".

I had to agree with that, I've been getting motor work done there for a number of years now and I've never had a complaint. In fact, still learn a thing or two most every time I stop by there. Especially thanks for the wiring tips, Leroy.

It's the One Stop Chopper Shop! 4065 W 11th, Eugene Oregon.



AMERICAN MADE

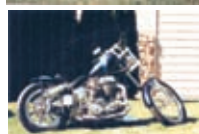
....Just Not by Birth

Gordon Murphy's 1957 Matchless is a bit like he is, one of a kind. "A 51 Matchless?", you say. "What's that doing in the All American Motorcycle Magazine?" Well look again. Murphy built this bike in 1972 when he was 17, which is amazing enough till you begin to see the fabrication and modification. Mind boggling. Truly made in the USA.

He has kept the bike, riding, racing and showing it. All the while making modifications and improving the design. Check him out with Mom back in 1979.



Above: 1979 with Mom
Right: 1994
Below Right: 1996
Below: 1986 with Kids



Continued on page 14



Sandy's

Drag Trike

I run ET class.

We're from Junction City, OR, and are both members of OVMA (Oregon Veterans Motorcycle Association). I have raced in 7 AHDRA races. AHDRA will have their finals on the 13th and 14th of November in Las Vegas. I will race one NHRA race this year in Las Vegas on Oct. 27th thru the 30th.

Team –

Sandra McMillin – Pilot

James McMillin – Crew Chief

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Thanks - Sandy McMillin

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151 MAIN, SPRINGFIELD**

Owner: Gordon Murphy

Make: 1957 Matchless

Model: G-80

Fabrication, Machining, Assembly: Gordon Murphy

Engine

Displacement.....500cc

Lower End.....Relieved Lightened & Polished

Rod.....Polished, larger big end bearing

Cases.....Gusseted Output, internal oil scraper, vented

Heads.....Bathtub chamber, raised D Port

Exhaust, raised valve intake

Camshaft.....280 Duration @.053 @ lifter

Valves.....Manley Pro Flow Stainless

Pushrods.....Chrome Molly

Carburetor.....38mm Delorto Pumper

Manifold.....Murphy with Nitrous Injection

Air Cleaner.....Velocity Stack

Ignition.....Belt Driven Lucas Racing Magneto

Exhaust.....Murphy / Super Trapp

Transmission

Type.....4 speed Norton

Modifications.....Bob Newby

Drive.....Exposed 8mm Belt

Modifications.....Air Shift

Frame

Builder.....Murphy

Type.....Chrome Molly Rigid

Modifications.....Lattice Tail

Rake.....30°

Forks

Builder.....Murphy

Type.....Telescope

Trees.....Murphy Wide Glide

Modifications.....Air over Hydraulic

Front Wheel

Type.....Spoke

Size.....21"

Tire.....90/90H-21 Avon Super Venom

Brake.....Never!

Rear Wheel

Type.....Mag

Size.....16"

Tire.....150/80-16 Super Venom

Brake.....Single Disk

Accessories

Handle Bars.....Drag

Seat.....Tim's

Paint.....Red & Black with Blue Pearl

Painter.....Murphy

Chroming.....McKenzie Plating

'57 STREETFIGHTER

Continued from page 12

Gordon Murphy

The bike was originally purchased in 1970 when I was fourteen years old. It was not original. The motor, transmission and motor mounts were the only things intact. The frame was cut up and rebar was used to make up a hardtail frame. The front end was home made out of Shelby tubing and some springs. The sheet metal was of unknown origin. Needless to say, I fell in love with the power plant. In search of parts as a young man I got nowhere and when I did find them, the price was beyond my pocket book.

Being in high school, I built the first frame and had it street legal in 1974. Every year parts were modified, more chrome added and different paint. In 1979 the mag wheel and disc brake were added.

The Nitrous system and primary belt drive came into play in 1982 when I was interested in putting on a turbo. A next door neighbor in Yakima Washington, named Butch Ball, who was racing Funny cars, brought to my attention the lack of an oiling system and the fact that I was always riding the bike. A new air over hydraulic front end and Delorto 38mm pumper carb and we were kicking ass!

In 1990 the frame was redone in chrome molly and the wide glide trees were added. The racing magneto was also converted to belt drive. 1993 came and the air shifter and wheelie bar were added. Chrome was dumped for a polished aluminum look. I took 2nd Place in '94 at the South Coast Drag Strip Motorcycle Shoot Out.

The head lost it's hemi design and received a bathtub combustion chamber in 1996. The Ports were lifted and the exhaust got it's D shape and Chevy Big Block Manley stainless Pro flow valves were adapted. The 1 1/4" rod bearing was removed and a 2 5/16" needle valve was fitted along with a new cylinder liner and a Wiseco forged Harley piston.

In 2002 the wider rear tire and offset sprockets were made. Paint job for Grandson Little Mo Mo. (Who endorses Spiderman underwear and shoes!) This bike is an owner built vehicle. There are no CNC or parts house items on the bike. The bike has never been to any commercial shop except for display. I do all technical engineering, machine work, wrenching, painting and the polishing.

I would like to thanks these people for all the inspirational and technical support.

Brad Markham Randy Woldt Mike Castle Helen Fifer

And a special; thanks to the hundreds of people I have shared some of the greatest moments in life riding this bike with.

Chaps

Continued from page 5

Yea, Gary seems like a guy who loves his work and he's doing alright and getting lots of recognition.

Oh yea, back to his fat "Bull Dog". Nice looking Softail, I must say. The fat radial spokes really beef this up. Check out those handlebars. What a great looking ride, even without chaps!



Coen Motors

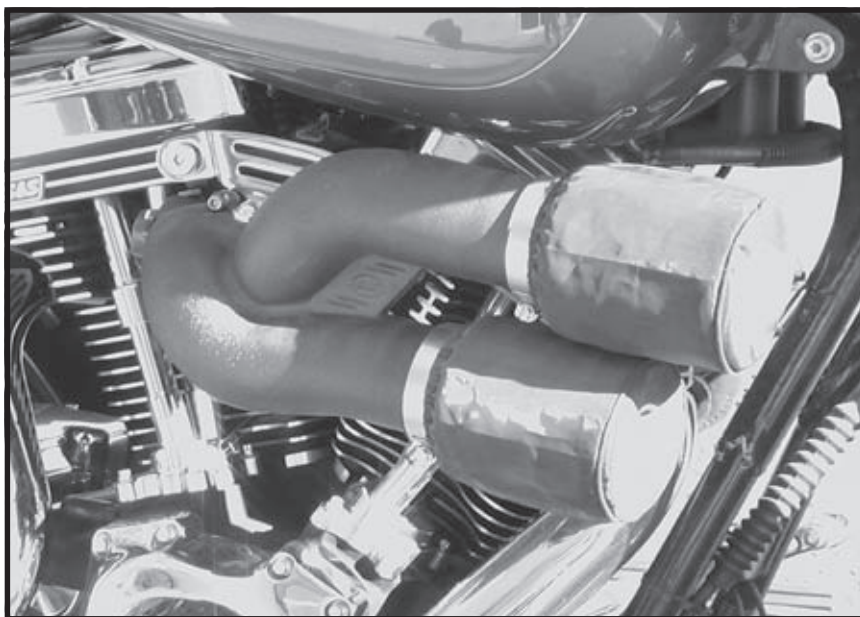
Continued from page 4

Since opening in 1994 Greg has built a solid business based on giving a fair deal, honest work and standing behind his service and parts. Coen, with 4 technicians in the Service department, concentrates on building strong, reliable and fast motorcycles. As for parts – Greg says if he can't get it – it hasn't been made

Greg started out working at Eastside Harley-Davidson in Springfield back in 1984. After 6 months in Parts, he went back into the Service Dept. and it didn't take him long to turn things around. Says Greg, "I took stuff that had been in the back room for 5 years, put it up front and sold it".

A lot of Folks remember Greg Coen as the Service Manager at Eastside Harley-Davidson in Springfield. A lot of Folks also remember that Eastside burned down and went out of business. Opening in February of '94, on a shoestring, no parts – not even from the dealership going out of business, Greg Coen Motor Company was born. By the 4th of July they had moved into their present location at 151 Main St in Springfield Oregon and is now one of the largest Custom and Aftermarket Motorcycle shops in the North West.

Either in racing, performance



or reliability, Greg is known for Parts, Service and for his extended warranty work as well as tuning on the Dyno-Jet 250 with the Load Controller and Real-time Air/Fuel Ratio Sensor. For



performance, Greg is the place to go for fuel injection and, especially, Twin Cam conversion to Gear Drive Cams. "Fuel Injection and Gear Drive Cams", says Greg, "are definitely where it's at."

CENTRAL VALLEY CYCLE

I always called that strip of Glenwood, between Springfield and Eugene, "No Man's Land". It's like a taint. Taint Springfield and taint Eugene. Well Steve and the Central Valley Cycle crew have made it their home for a number of years now.

Steve always has a very good selection of parts whenever I stop in to get something for my bikes. Especially I liked those Stainless 2 1/4 Exhaust pipes on the wall. Drool. They are building some real nice bikes out there.

I only recently found out that Steve has a full metal shop in the back, and he assured me that they were starting to put out some cool products, like gas tanks, seat pans and a whole bunch of unique items.

After I left with these pictures I promised them I'd be back because I need a lot more room than what I have this month to talk about Central Valley Cycle. Watch for more next month and till then, check them out at 3690 Franklin Blvd in beautiful downtown Glenwood Oregon.



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