

# ALL AMERICAN

## Motorcycle Magazine

Dedicated to American Motorcycles & the Folks Who Ride Them

Spring/Summer 2012

Vol #9 Issue #1



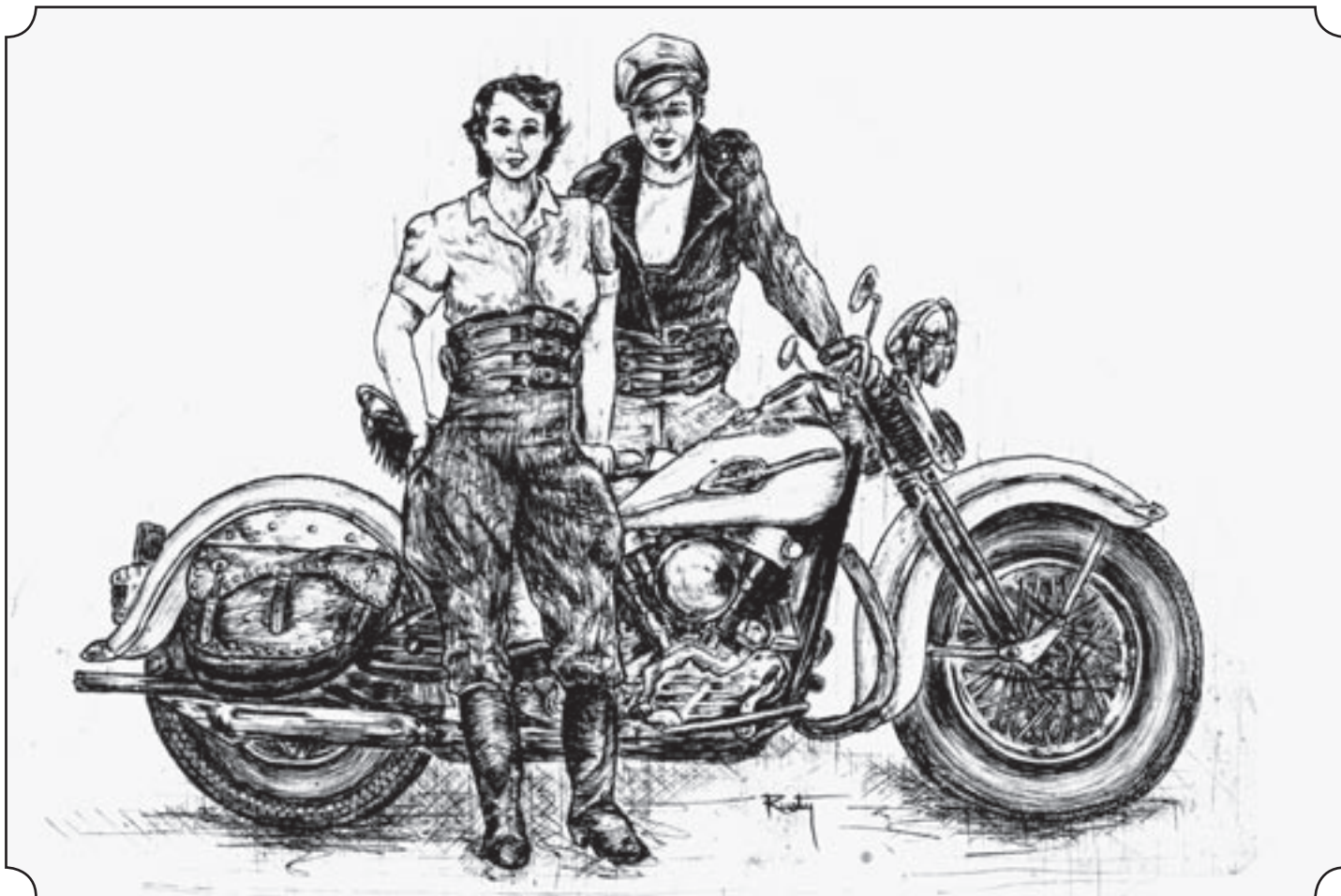
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Cover Photo of Rusty pulling in to AAMM on an old school shovelhead that he built out of spare parts in 2 1/2 days.

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## From the Editors Seat

Well this turned out to be a fun issue for me. Wanted to feature the updates on the Indian I built a couple of years ago before I sent it out to my Buddy, Max in Colorado. Then a couple of features came out of 2 little incidents that came up with some of my so called staff memebbers. Actually they are a good bunch, a couple of them have been with me since I was with the Texas Scooter Times, the Scooter Rag and Harley Happenings - that's over 30 years now. Anyway they're no youngsters, but they still call me the ol Man. It's nice to remind them that to guys like me "old School" is the only school! And it's not just stories we tell but stuff we use to do....

Thanks for checking us out. Keep on hitting our website and download issues. Tell your friends about us and keep letting us know that you would like AAMM to go back to printed issues, mailed to you, 6 issues for \$21 a year. 2000 have said yes, we need only 1000 more of you to make it happen. We are dedicated to American Motorcycles and the Folks who ride them. Let your local Shop owner know that you would like them to carry us on their counters.



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# *A Warrior's Tale*







*Story & Photos by Whitewall*

This bike never fails to impress me. My Editor built this bike and we featured it 2 years ago in the mag. Since then though, as if it weren't cool enough already, the Boss punched the motor out to 110ci. He used a set of Screaming Eagle ACR heads and 4" bore Cylinder and 11.25/1 Keith Black pistons and rings. With the big 2" intake valves he decided he needed Jims Hydrosolid tappets and a set of Ultima 2 1/4 exhaust. It used to haul ass, now it chews it and spits it out.

*Continued on next page*



# Indian

With the new powertrain came an updated exterior. Rusty hand cut the seat pans from a Heritage seat and Road-king Pillion. Shaved the foam, took in the leather and restitched a fresh new seat. Added some saddlebags and late model Indian Squaw bar. The final touch was the addition of a new Indian Headlight from an '04 Scout and some fender trims. Behold, a Great Chief resurrected from a mere Warrior.

We already mentioned all the crazy fabrication he did to graft the Indian Primaries and BDL belt drive to the Twin Cam motor and hand/foot hydrolic clutches to the 6 speed overdrive trans. The Hand Built forward controls and grafted Indian starter end to the Big Dog starter. The '88 soffit frame adapted to 200 rear tire. Much more, folks. But does that satisfy him? No way. He hadnt been riding it lately and I asked if I could get a shot of him with the bike and he says no - he sold it to a guy in Colorado. I asked him why and he says he's building another one with a 127ci fatso motor and a leafspring front end. Cant wait to see that.....







## Technical Data Sheet

**Owner:** Max Smith  
**Builder:** Rusty Savage

**Engine:** 110ci Twin Cam/Screaming Eagle,  
Keith Black Pistons, Woods #6 Cam, Jims Hydrosolid Lifters,  
Ultima Roller Rocker Arms, Big Dog Rocker Boxes. S&S G Carb  
w/Black Thunderjet, Ultima Oil Pump, Dynatek SingleFire Ignition

**Transmission:** Ultima 6 speed/overdrive, Hydraulic Clutch,  
BDL 1 3/4" Primary Belt Drive & Clutch

**Chassis:** 1988 Softail Custom Fram, 2005 Softail rear  
swingarm. .200 rear tire, 60 spoke wheels, 2005 polished HD  
brake calipers, Jockey shift with hand & foot clutching. Fabri-  
cation - too much to list.













I was sitting out in the back Shop, checking out all of the boxes and boxes of motorcycle parts in the bike garage. There is enough parts here for 50 tables at the swap meet. Stacks of fenders, some with matching paint. Half a dozen frames. Several lower ends. Dozens of heads and cylinders. Probably a dozen various front ends. I counted 2 whole trannys and a 4' X 8' pile of tranny parts. All of this and 2 complete looking bikes.

As I'm sitting there, the Boss walks in and sez, "Nice little pile of parts, huh?"

"Yea", I reply, "could just about build a couple of whole bikes out of the pile. Without even touching the 2 complete bikes."

"Easily", He tells me. "I could build a couple of bikes without even coming out of this room. Well, one complete road ready, street legal bike."

"There's a lot of parts here," I spout out, "But realistically you'll need to get at least a few things to complete a bike. You know, no shortcuts."

"Naa, back in the day I would sit in here for a weekend and drive out with a new sled, no problem. Done it many times."

Now I really step in it and tell him I'd give a whole paycheck (Not that he pays us much) if he built a complete, street ready bike in a weekend.

"You're on." He gets a big smile and sends me up to the front office.

Well he locked hisself in the shop and we could hear him back there banging and the compressor thumping and occaisional grinding. That was all day Friday and again on Saturday. Nobody works around here on Sunday, (Boss says he comes in) so when I came in on Monday, the shop was

*Continued next page*







# *Resurrection Weekend*

Story and Photos by Milo von Putter





unlocked and there was no bike in there, I smiled. "I got him", I thought. All those "Old School" stories caught up with him now. In fact the Boss is usually already in when we come dragging in around 10 am and he wasn't here. Couldn't face us, I guess.

Then around noon I hear an unfamiliar Harley roar into the parking lot. I look out my little window and low and behold, Rusty driving up on a sweet looking Shovelhead that I would give my right, uh, eyeball for. I recognize most of the parts from all my time in the back but to see a complete, totally cool ride is crazy, if not unbelievable.

"Nice", I say, still a little dazed.

The Boss grins at me and says, "I got done late last night so I took it out for a breakin run. Get to shootin, this is yer first feature for this issue. Finish it by tomorrow cuz I already got this one sold."









# Three Hour Facelift

Story & Photos by Scooter Brown

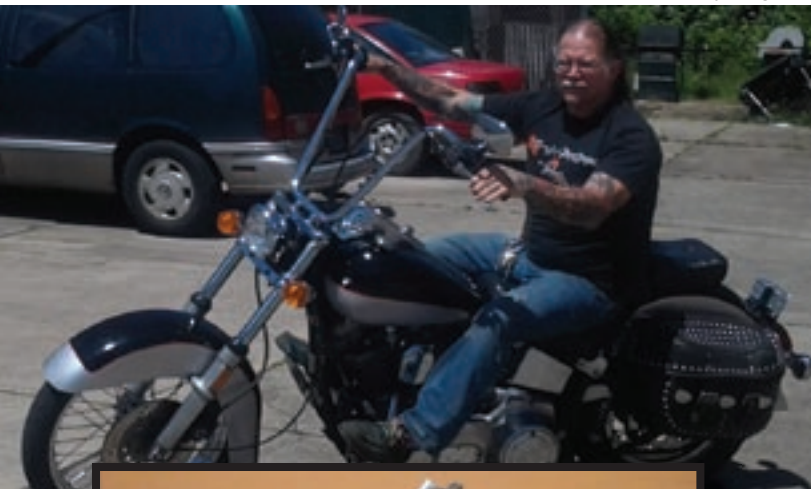
Well I have been around here for a long time, 25 years since I worked on The Scooter Rag with Rusty. In fact only Whitewall has been working with Rusty longer than I, they worked on The Texas Scooter Times together. So when I heard Milo make the bet with the boss, I knew he was in for it. One thing I have learned over the years is you don't challenge Mr Savage unless you want him to do something. So it was a week or so after Rusty built the Shovelhead from the ground up in a weekend, that I was in the back with him rummaging through the parts room. When his phone rings and he is talking to some buddy who is looking for a bike for his kid, just back from Afghanistan. When he gets off the phone he walks over to the only two running bikes, an '85 Softail Standard and a '90 Springer. He says his buddy wants full fenders, saddlebags and floorboards. He'd have to dig through parts, modify and install 'em, do some paint and make sure it was tuned and ready to go.

"They're gonna be here about 4:00 so I don't really have time to do that today and they are heading up to look at something in Portland if they don't find anything local."

I'm thinking I will see if the boss man is true to form so I put up the challenge. "Yea, 4 1/2 hours ain't enough time to do all of that, nobody could. It doesn't have turn signals, working speedo, those pipes are shot, plus all the changes it needs. Even if you do have all the parts you'd never have it ready today. Guess they'll have to go to Portland, huh?"

"Really", he says. "You don't think I could make a few changes and tune this bike in 4 hours? Heck I will be done with it in less than 4 hours. I can even match the paint and striping on the fenders to match the gas tanks by then."

Next thing I know he is dragging out a set of fenders and prepping them for paint. By the time I was back from lunch it had dual exhaust, floorboards, dash and speedo, turn signals and he was finishing up the wiring while the fenders cured out in the sun. About 3:30 he pulled up front all tuned up and ready to go, saddlebags and all.



# SOFT MAKER



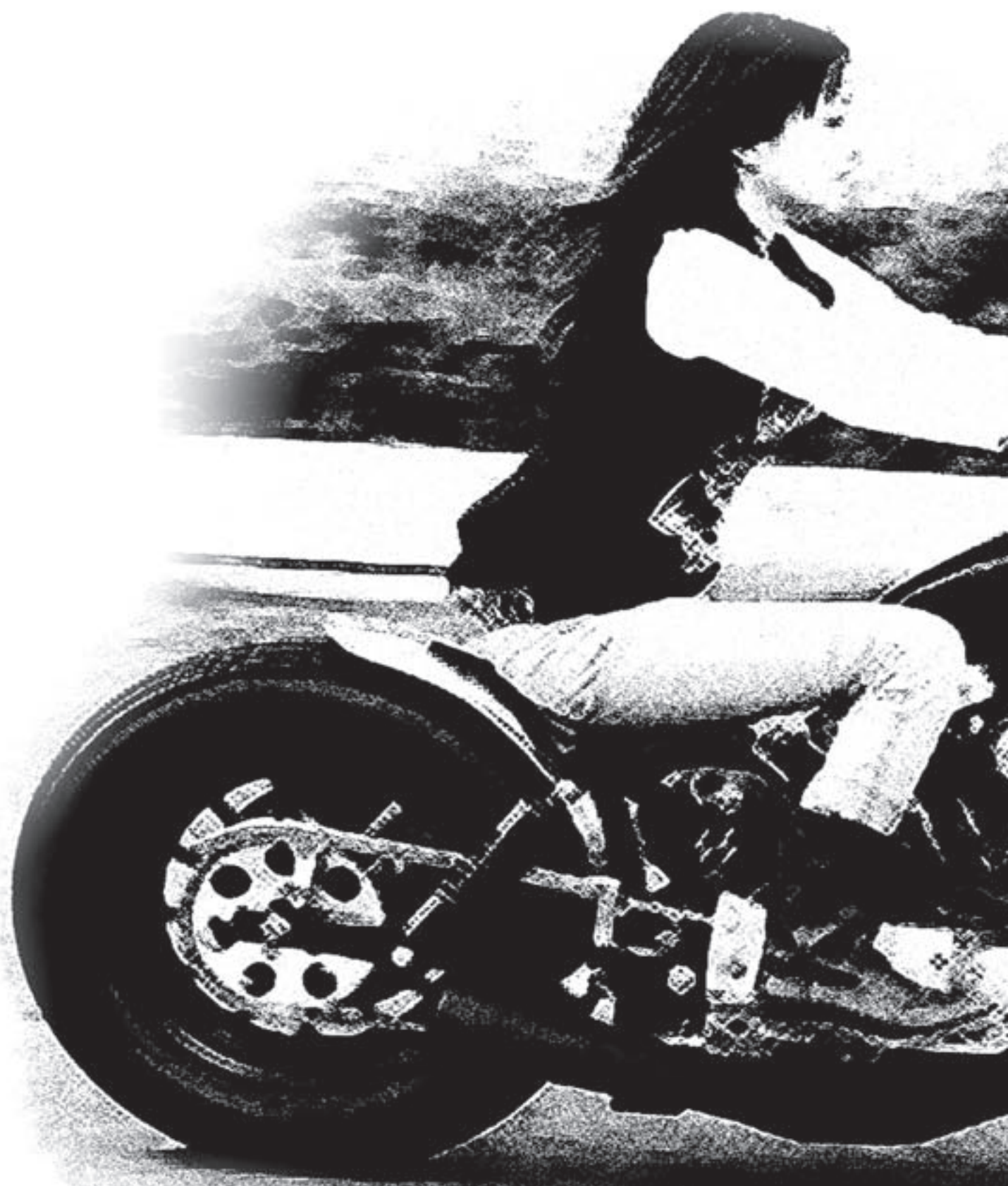




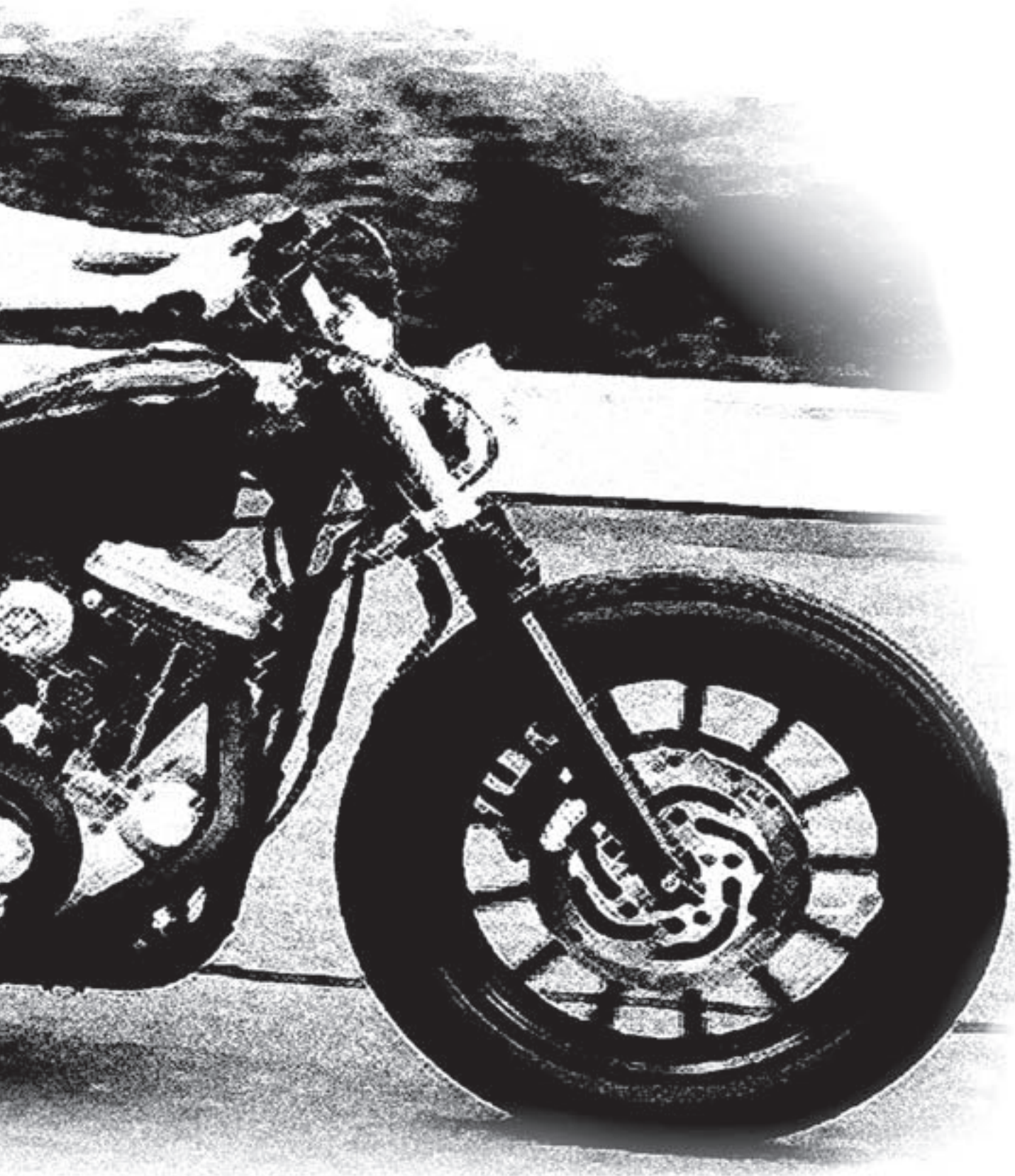
# FALL OVER













# RULE G





*Story & Photos by Captain Howdy*





## Gary's "Rule G" Springer

Here's a sweet little Springer Softail for ya. I spent a few minutes talking with Gary the owner and builder of this bike while I was shooting the photos. He was supposed to send us the technical data and details about him and his bike but we never received that so all I have is what he told me that morning.

Gary is a train conductor for Union Pacific and after years of dreaming of having a Harley, he finally went to the dealership and bought a brand new 1990 Springer Softail Custom. Working the railroad is, especially driving those trains, is full time job with lots of overtime. Gary rode when he had the time, but it was mostly local. The bike didn't change much during all those years.

Now Gary made sure to tell me that he was a railroad man through and through. Working the rails, he put a lot of time into working every side of the tracks and a lot of training and procedures dictated how things were done, when things were done, what to do when it went wrong and on and on. But he said the final clause for every situation, bad, good or indifferent was the "Rule G". And that was the rule that said things go wrong, things go right, things go left and Rule G says - do whatever you have to do to get the job done.

So getting back to this bike. One summer he finally had some time to take off for an extended time on the bike. So he went down to LA, where he grew up, and spent some time cruising and hanging with family and old friends. Well one day he decided to let his brother take the scooter out for a spin. Well, wouldn't you know it, bro hit a major pothole, lost it and crashed Gary's bike big time. After 20 years of no mishaps around home, his first real road trip and the bike was toast.

Course he had to get back to work, so threw it in the back of a truck and hauled her home. Still working a lot, Gary knew he wanted his ride back but he wasn't sure where to start. Rule G. OK, fix the frame and rebuild the motor to 96". New Springer and sheet metal. A cool new paint job to look like the cracked concrete of LA as a reminder

of the roads we took to get here. Then topped it off with a sweet sounding Thunderheader exhaust, some chrome controls, pegs and a crash bar. Rule G, Sounds good to me. One clean ride for a smart guy.

















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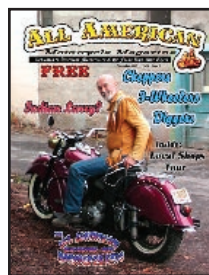
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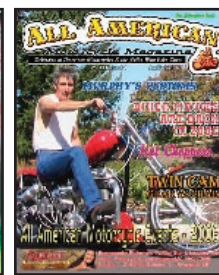
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1649 Amber St, Boise  
**Indian Motorcycles of Boise**  
1551 S Maple Grove, Boise  
**Cyborg Cycles**  
760 Thornton St Unit #1, Post Falls  
Utah

**Rolling Thunder Motorcycles**  
1716 S State St, Salt Lake City  
Arizona  
**Paul Jaffe Originals**  
2211 East Indian School Road, Phoenix  
**Iron Eagle Motorcycles**  
2452 Birchwood Ste 114, Mesa  
**Eagle Ride**  
2943 N Scottsdale Road, Scottsdale  
**Evolution Customs**  
617 South McClintock Dr Suite 1, Tempe  
**Carefree Custom Cycles, Inc**  
7020 North 55th Avenue, Glendale  
**Pet Kennedy's Custom Motorcycles**  
3963 W HWY 80, Bisbee  
**Flagstaff Hot Bike**  
3122 E Route 66, Flagstaff  
**V-Twin Customs**  
911 N Lake Havasu Ave #110, Lake Havasu  
**Arizona Performance Cycle**  
2410 B Miracle Mile, Bullhead City  
New Mexico

**Las Vegas Harley-Davidson**  
2605 S Eastern Ave, Las Vegas  
**Las Vegas H-D Cafe**  
3725 Las Vegas Blvd South, Las Vegas  
**Freedom Cycles**  
3013 N Rancho, Las Vegas  
**Custom Cycle Accessories**  
5243 W Charleston Blvd #9, Las Vegas  
**Badlands**  
3060 Mill Street, Reno  
**High Performance Custom Cycles**  
4060 S McCarran Blvd Ste B, Reno  
California

**American Big Bike**  
6404 Wilshire Blvd, Los Angeles  
**West Coast Choppers**  
718 West Anaheim St., Long Beach  
**Micha McCloskey's Custom Cycle**  
21425 Sherman Way, Canoga Park  
**Chop Shop Choppers**  
1111 Rancho Conejo Blvd Unit 402, Newbury Park  
**Exile Cycles**  
13209 Saticoy St., North Hollywood  
**Wild West Motor Co**  
8230 Miraluna Drive, San Diego  
**Big Bear Choppers**  
PO Box 1741, Big Bear Lake  
**Scoter Tramps**  
16638 Tracy St, Victorville  
**Kiwi Indian Parts**  
4183 Fairgrounds St, Riverside  
**The Chopper Place**  
4791 Doane Ave, Riverside  
**Chica Custom Cycles**  
7522 Slater Ave #126, Huntington Beach  
**HotMatch Custom Cycles**  
201 W Truslow Avenue, Fullerton  
**Road Rage Performance**  
4566 East Pine Ave, Fresno  
**Gary Bang Harley-Davidson**  
7950 El Camino Real, Atascadero  
**Renegade Classics**  
3140 N Argyle #104, Fresno  
**Bay Area Performance**  
2560 Wyandotte St, Mountain View  
California Customs  
2609 Charleston Rd, Mountain View  
**California Choppers**  
36 N Lawrence St, Eugene  
**American Iron Cycle Inc**  
4065 W 11th, Eugene  
**Central Valley Cycle**  
3690 Franklin Blvd, Glenwood  
**Doyle's HD**  
8644 College View, Eugene  
**Tattoo Cycles**  
1601-C4 W 7th Ave, Eugene  
**HWY 101 HD of Coos Bay**  
536 S 2nd St, Coos Bay  
**Antique Motorcycle Museum**  
1235 Oregon St, Port Orford  
**Doyle's HD**  
2675 NW Edenbower BLVD, Roseburg  
**Fast Eddie's Dixonville Cycle**  
5116 Buckhorn Rd, Roseburg  
**Umpqua Custom Cycles**  
653 Ponderosa Dr, Roseburg  
**Greg Coen Motorcycles**  
151 Main St, Springfield  
**D & S Harley-Davidson**  
3846 S Pacific Hwy, Medford  
**S & D Custom Cycle & Flak**  
360 Tunnel Creek Rd, Grants Pass  
Oregon Coast Choppers  
1518 SE HWY 101, Lincoln City  
**Freeman Choppers LLC**  
22765 Gooseneck Creek Rd, Sheridan  
**G & H Custom Cycle**  
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**Full Throttle Custom Cycle**  
1207 Rogue River Hwy, Grants Pass  
**Hawg Wild Custom Motorcycles**  
1377 Redwood Ave, Grants Pass  
**Bears & Roses HD**  
63028 Sherman Rd, Bend  
**Central Oregon Cycles**  
20585 Brinson Blvd, Bend  
**Jerry's Custom Cycle Repair**  
63356 Nels Anderson Rd Sp 11, Bend  
**Chopper Choppers**  
410 Willow St, Lostine  
Washington

**Benit Bike**  
4337 Auburn Way N, Auburn  
**R and R American Cycle**  
4418 Auburn Way N, Auburn  
**Motorcycle Maniax**  
125 North Central, Kent  
**Cycle Path**  
12700 NE 124th St #1, Kirkland  
**Benit Bike**  
18327 HWY 99, Lynnwood  
**Cycle Barn**  
4418 Auburn Way N, Auburn  
**Motorcycle Maniax**  
125 North Central, Kent  
**Classic Ironworks**  
15125 NE 90th St, Redmond  
**Northwest Custom Cycle**  
8306 Meadowbrook Way SE, Snoqualmie  
**Rolling Thunder LLC**  
2231 Marine View Drive South, Des Moines  
**Widomaker Custom Fabricated Motorcycles**  
3404 Everett Ave, Everett  
**Zackys Custom Rods**  
10011 3rd Ave SE Suite G, Everett  
**Bellingham H-D**  
1419 N State, Bellingham  
**Skagit H-D**  
1337 Goldenrod Rd, Burlington  
**Steel Dreams**  
1851 Bouslog Rd, Burlington  
**American Motorcycles**  
112 S 24th St, Tacoma  
**Full Throttle Cycle**  
5212 S Washington St, Suite A, Tacoma  
**Indian Motorcycles of Tacoma**  
3602 S Tacoma Way, Tacoma  
**Psycho Bro's Hard Core Customs**  
8000 Freedom Ln NE, Lacey  
**Sunset Motorsports**  
3911 Pacific Hwy East, Fife  
**Destination Harley-Davidson**  
2302 Pacific Highway East, Tacoma  
**NW Harley-Davidson**  
8000 Freedom Ln NE, Lacey  
**Love Leathers**  
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