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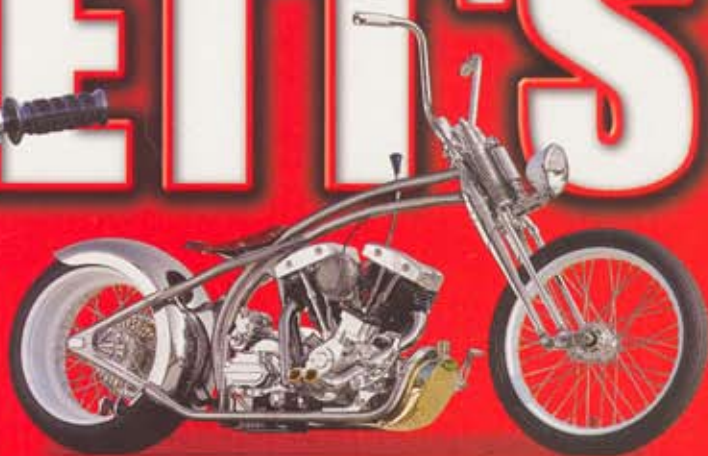
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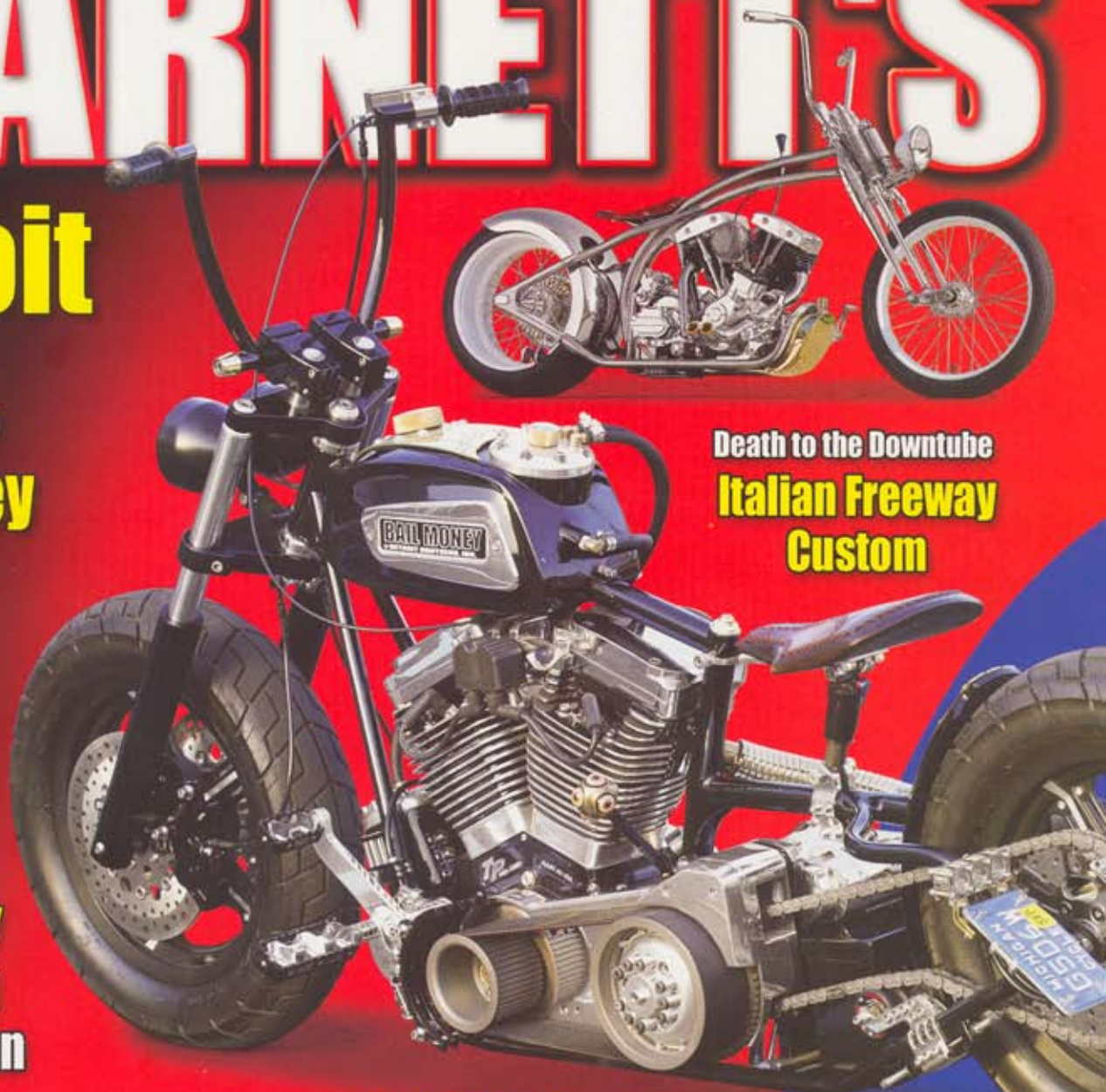
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Tankless & Rusty Leroy-Thompson's Ad Bike



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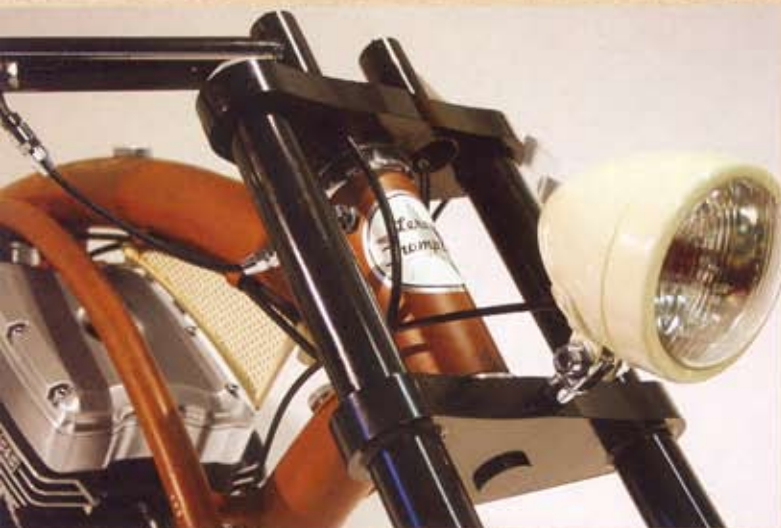
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El Chupacabra Aherrumbrado

That's Rusty Goat Sucker in English

What the heck is a Chupacabra Aherrumbrado? El Chupacabra is the Latin American equivalent of Big Foot, and I don't mean the truck. Starting about a decade ago (or further back, depending on whom you ask) a number of farm animals in Puerto Rico had been found completely drained of blood. Due to either a remarkable range and breeding speed or sensationalist Spanish language cable news channels in need of a big story, El Chupacabra soon spread to all of Central and South America and the American Southwest. Soon there were sightings everywhere, and in some cases even killed or captured specimens. Said to be half-dog, half-kangaroo with a spiny ridge down its back and standing on two legs like a man, it's thought by many to be of extraterrestrial origin. But it was its allegedly hunched, predatory stance, and impressive fangs that made owner and builder Scott Webster name his bike after it. Aherrumbrado? According to the excellent and free online translator babelfish.altavista.com, it means, literally





"turned rusty" en Espanola, and in this case is a reference to the bike's orange/brown hue.

While most authoritative sources think of El Chupacabra as a total sham, Aherrumbrado is as real as it gets. Based on the Leroy-Thompson V.L.A.D. frame, Chup' has been modified to accept fuel into its top rail, and oil in its downtube. Additional fuel is stored in a hollow rear fender (actually two fenders welded together with a space between) for a total capacity of one gallon, with a half gallon in each reservoir. An automotive-style fuel pump gets the gas from the bottom of the fender over to the S&S carburetor. So despite this bike's show-only appearance it has made the trip from Sturgis to Spearfish (just under 30 miles) without running dry. Leroy-Thompson prides itself in making bikes that their customers can beat on and actually ride, and this one, despite appearances, is no different.

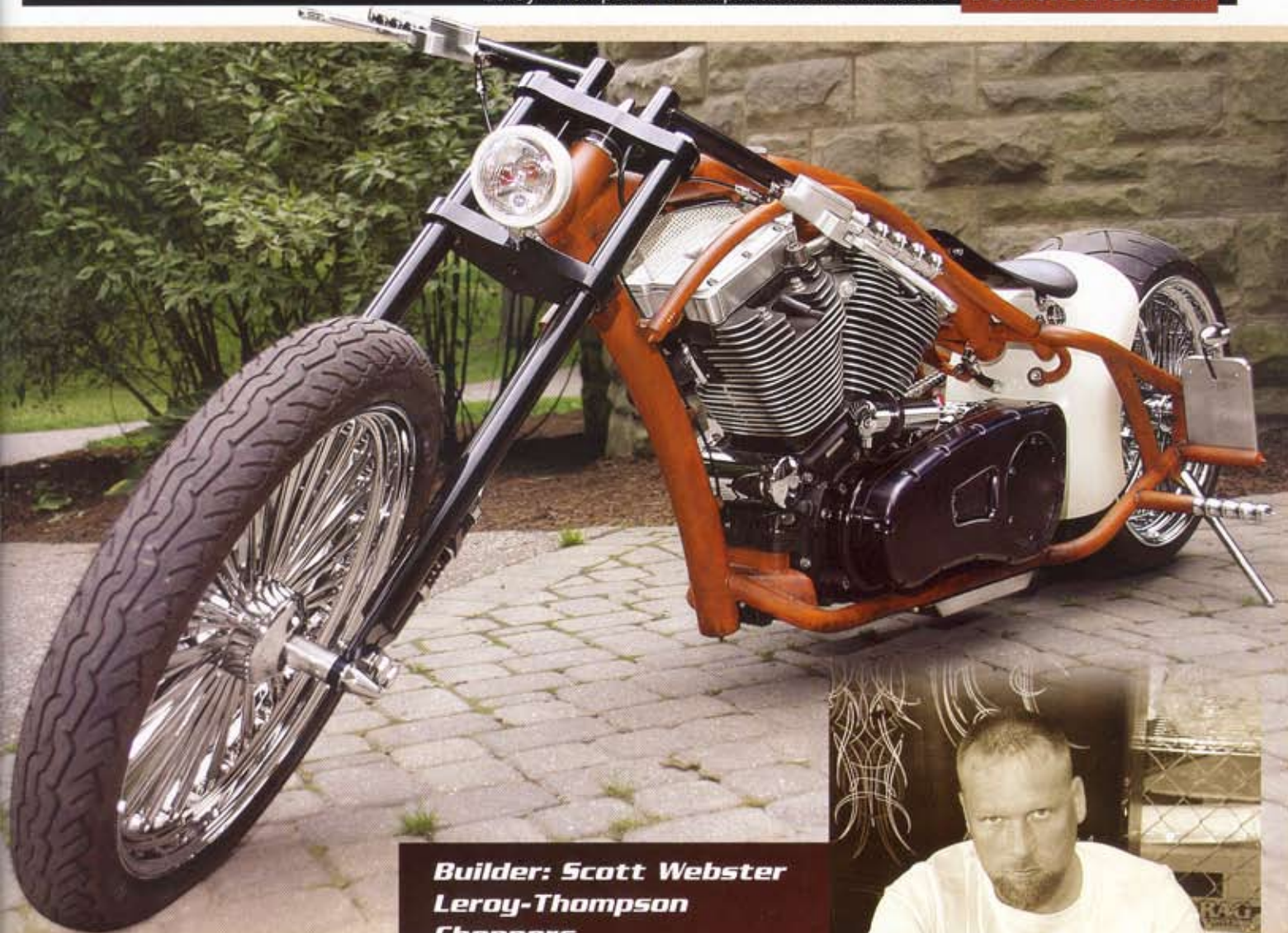
Having eliminated the tanks, you'd think there wouldn't be much more cleaning up to do on this bike ... but you'd be wrong. For a shop that prides itself on what they refer to as "dirty" bikes, they sure ditch a lot of the traditional equipment on this one. Even the shifter wasn't safe in this case. A push-button Pingel electronic shifter takes the place of a foot lever, leaving the rider's left foot with nothing to do but hold the bike up at

stoplights and operate the kickstand. The Pingel unit even has an ignition interrupt, so you don't have to use the clutch while shifting if you don't want to. The true dirty touch on this bike is the actual copper oxide rusted frame that gives the bike the other half of its name. The process is a controlled chemical oxidation that is done in-house at Leroy-Thompson.

Suspended in the somewhat lonely space between the frame rails is an S&S 124" motor sporting a Dyna 2000i ignition, which is mated perfectly to the bike's hunched over, dragster-style riding position. After all, weighing only about 400 lbs, this bike likely has a better power-to-weight ratio than a V-Rod, and far more torque.

Helping the potent, gas-gulping motor get the most from three-buck gas is





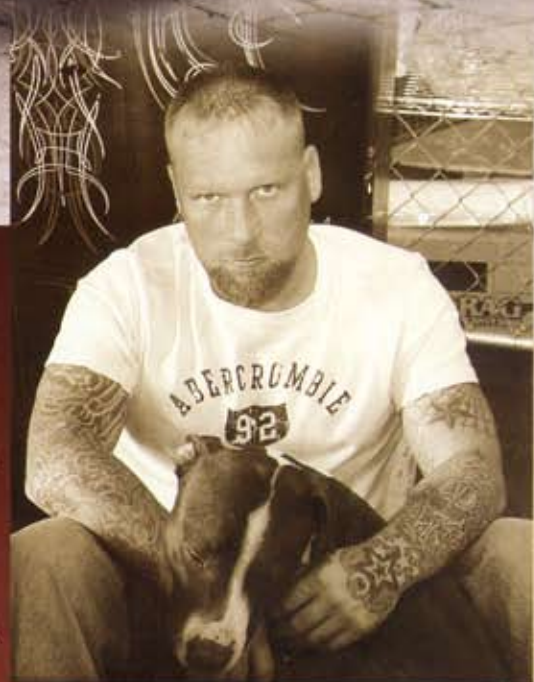
**Builder: Scott Webster
Leroy-Thompson
Choppers**

There is no Leroy Thompson. At least there is no Leroy Thompson that builds choppers. When Scott Webster started the company with his brother Keith, he got the name from a pair of places he used to live. Incidentally, they're just outside of Cleveland, Ohio, in Mentor. Between the star in the company logo and the Spanish name on the bike, I was under the assumption

that they were a Southwestern firm. So what are they doing up in Ohio besides speaking Spanish and building unique choppers? Leroy-Thompson Choppers is a Blue Book-listed manufacturer and dealer of custom motorcycles. They have their own in-house manufactured product line as well, featuring CNC-machined grips, risers, wheels, and a line of custom frames. None of their stuff is high-volume, nor will it ever be, as they are content to supply small amounts of their high-quality products to customers who know the difference.

On the other hand, they feel the price asked for the average full custom bike is extremely inflated, and are doing their part to manufacture cost-conscious bikes that are also totally custom and unique. Most of their hand-built creations are in the \$35-50k range.

Their motto is "Defend Ohio" as the local manufacturing landscape is a wasteland of boarded up shops and factories. Hopefully, in their small way, they succeed. Visit them at www.leroythompsonchoppers.com or call 440-266-1635 and ask for Leroy.



SPECIFICATIONS:

Bike Name: El Chupacabra Aherrumbrado
Owner: Scott Webster
Fabrication/Assembly: Scott McCrystal, Brian Korlec, Keith Webster, and Jared Butcher/Leroy-Thompson
Build time: 3 months
Engine: 124" S&S
Ignition: Dyna 2000i
Carb: S&S
Pipes: Doug Keim's Creative Cycles
Air Cleaner: Tribal Motorworks
Transmission: Baker DSSC RSD 6-speed
Primary: Baker DSSC
Frame: Leroy-Thompson V.L.A.D.
Rake/Stretch: 45 degrees, 2"
Forks: Jeri's Springer
Rear Suspension: None
Front Wheel: 19x2.15
Rear Wheel: Leroy-Thompson Miranda
18x10.5 Leroy-Thompson Miranda
Front Tire: 90/90x19 Pirelli
Rear Tire: 280/35x18 Metzeler
Front Brakes: Performance Machine
Rear Brakes: Exile Cycles Sprotor
Fuel Tank: Leroy-Thompson/in frame and fender
Oil Tank: Leroy-Thompson/in frame
Fenders: Leroy-Thompson/rear fuel cell
Handlebars: Leroy-Thompson
Risers: Leroy-Thompson
Headlight: Garage sale special
Taillight: Lazer Star/Leroy-Thompson
Hand Controls: Performance Machine
Foot Controls: Leroy-Thompson

Chroming: CustomChrome Plating
Painter: Scott Webster

Graphics: Pinstriping by Menke
Seat: Scott Webster
For sale? No

Featured Custom Leroy-Thompson El Chupacabra Aherrumbrado



UP CLOSE

Doug Keim Creative Cycles LMF Pipes

A lot more thought went into these two-into-one pipes than their initial show appearance might make you think. Put into production after a one-off pair on one of his custom bikes stirred up a storm, Doug has a line of LMF (Loud), MMF (muffled), and BMF (Bitchin') pipes. The muffled version has both a wave cone ahead of the collector to accelerate the gases and a baffle with much more surface area than normal to flow better. The collector on most versions is 3" in diameter, with the BMF fitting a 4" one. All versions have stepped header pipes as well. Built in a variety of finishes, the pipes retail for \$575 to \$1,599 and are available through dealers or directly from Creative Cycles at www.creativecycles.com.

a Baker RSD 6-speed while Baker's DSSC primary acts as that all-important go-between the two.

Up front, an inverted springer fork by Jeri's Springer continues the minimalist theme of the bike. Sitting between those legs and outback is a set of Leroy-Thompson's stylish Miranda wheels with a waillike Pirelli 90/90 up front and a fat 280mm Metzeler aft. Performance Machine was chosen to supply the front disc brake while the ever popular Exile Cycles Sprotor cleans up the rear and showcases the wide wheel. Ironically, the only area that suffers from apparatus maximus is the Leroy-Thompson made handlebar. While still pulling off a clean look, there is a pair of Performance Machine master cylinders for clutch and front brake action, the twist throttle, and the controller for the Pingel Shifter. Meanwhile, Leroy-Thompson decided to take care of the foot controls by simply installing a set of their own.

Despite Scott's claims that it was the bike's two fang-like frame tubes that inspired him to name this bike El Chupacabra Aherrumbrado, the bike's seating position kinda gives me other ideas. I can imagine sitting low enough to the ground with my feet back behind me and arms stretched to the bars, my ass just inches from getting shredded by the 280 rear tire, and the 124" fire breather snarling out hot exhaust on my leg through the Doug Keim designed Creative Cycles stepped pipe, that I'd probably feel like pouncing on a barnyard animal myself.

- Billy Bartels

Photos by Dan Olwert, Rocket Factory and John Ward, Prism Photography

