

FAST BUCKS


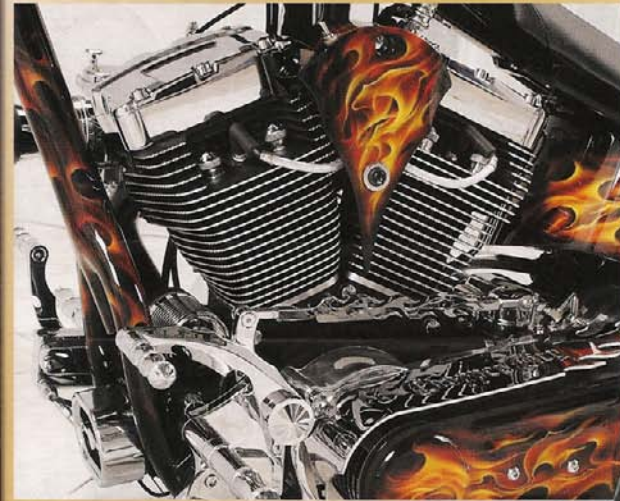
• Story: 100 COUNTRY • Photos: PETER SARGENT

# Harley-Davidson

ADD HIGH-TECH TO  
CLASSIC GOOD LOOKS.  
WHAT DO YOU GET?  
TRADITIONAL VALUES

# money





lick through the pages in this mag and you'll find many different takes on the term chopper. Chopping is personalising, and neither concept nor process means you have to wind up looking like Peter Fonda in *Easy Rider*. Yet if there is a traditional

look, then this comes close, echoing the greats with its 12-over forks and classic lowrider stance.

It's the creation of veteran Colorado builder Dave Welch, of Chopper City USA, and the story begins at Daytona Beach, Florida, at Biketoberfest in 2004. Its future owner, John Golgle, who was taking a stroll around its stand, found a nice Fatboy conversion and told Dave he'd like something similar.

So while the basic bike almost picked itself, by the time Welch had finished working his magic the Fatboy became something else, something a whole lot more confronting. It begins with the frame: "We stretched and raked the Fatboy frame to chopper stance using a single downtube. The single-sided swingarm is an RC Components piece," says Welch.

More of Welch's creativity is evident in the sheet metal. "The work included modified and pointed FatKatz guards front and rear," he says. "Together

with the side panels and frenched-in seat pocket." There's also a custom front guard bracket and a modified H-D oil tank. The suspension looks radical, but the technology is sound. The front end is an Air Ride Springer set-up that runs 12in overstock; at the rear, Progressive Suspension.

Of course, John, the owner, had his own take on things. "He had several requests: the first was there should be nothing on the handlebars – no levers, no switches, nothing; and then he also wanted the fire paintjob with the burning money and stripper theme and, oh yeah, the stripper had to be blonde. Well, no problem."

Check out our pictures and be blown away by the rich imagery; we've all seen plenty of flames over the years but none with the depth and heat of these. You'd almost expect the smell of burning paint – as well as the banknotes – to seep out, with the burn licking the lines of the primary drive cover, oil tank and seat pan.

The brakes are a bespoke combination of proprietary items, with a Performance Machine single disc up front clamped by a four-piston calliper. At the rear there's an RC Components combination final drive pulley/calliper combo that makes good



WHILE THE BIKE PICKED ITSELF, BY THE TIME  
WELCH HAD FINISHED WORKING HIS MAGIC  
THE FATBOY BECAME MORE CONFRONTING





Flames are not new but these look so realistic you'd think you could light your smoke off them



sense, hooking up a couple of key components to save weight and unneeded complication.

Firepower for this singular ride was to come from an 88-inch Twin Cam pushed to 95 – until its prospective owner spotted a MagnaCharger supercharger and decided he wanted one. MagnaCharger's baby – John went for the Hot Street kit – is hardly small and looks to us as if it might make a stretch to the right footpeg, but it's a neat fit that looks better, because it's received a diamond-cut finish to match the rocker covers.

Either end of the blower, it's pure business. Carburettor is stock, but it wears a Wimmer velocity stack (or ram tube, or bellmouth, depending on the whereabouts of your native turf) with a mesh cover to keep the bigger rocks and smaller kids

out. Snaking from the rear are Martin Brothers WTF Blower pipes, the headers black ceramic-coated to boost heat dispersion. The exhausts look siamesed but sit side-by-side and make their own barking contribution to the bike's presence.

Most of Burnin' Money's chrome is supplied by the Xtreme Machine 'Arson' wheels measuring 21 x 3.5in front and 18 x 10.5in rear, with Metzeler treads, the rear measuring 280/35.

Keeping the bars free of ugly cables was just another day in the office for the Chopper City crew. "I used an internal twist clutch and twist throttle actuation," the good Mr. Welch tells us. And as for the brakes: "The foot pedal operates the front and rear brakes. I used a proportioning valve to give 70 percent front and 30 percent rear braking."

With no horsepower tests on the mill, and the MagnaCharger blokes unable to offer figures on individual applications, the on-road performance of Burnin' Money is a matter of speculation for all but the chosen few; but with 95 cubic inches to start with and a blower good for somewhere between 50 and 100 percent additional stomp, there's no doubt it doesn't linger when it's time to leave. It's just as well, then, there's a firm perch – upholstered in a combination of alligator and less exotic leather – to settle back into when the handle is given a tweak.

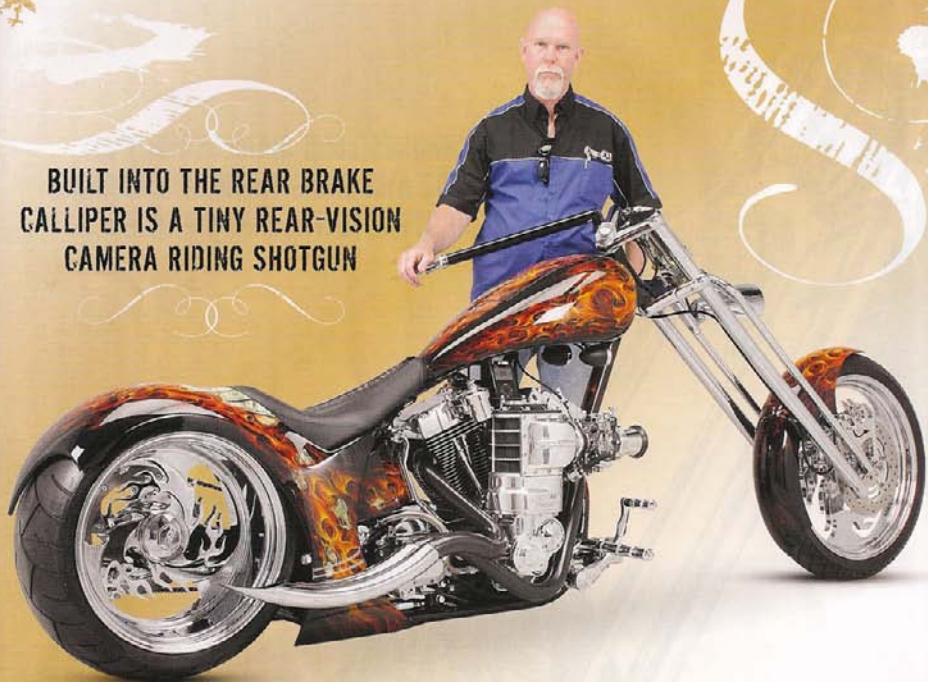
Maybe the performance is also the reason for one of Burnin' Money's more unusual features: Take a look; built into the rear brake calliper assembly is a tiny rear vision camera riding shotgun – remember there are no mirrors here. The task of the camera



THE EXHAUSTS LOOK SIAMESED BUT SIT  
SIDE-BY-SIDE AND MAKE THEIR OWN BARKING  
CONTRIBUTION TO THE BIKE'S PRESENCE



**BUILT INTO THE REAR BRAKE  
CALLIPER IS A TINY REAR-VISION  
CAMERA RIDING SHOTGUN**



is to scan the road for vehicles approaching from behind. Images are relayed to a widescreen monitor concealed beneath a flip-up panel in the tank top.

But it's not all about keeping a wary eye on the constabulary and other forms of tax collector. Tucked away on its own bracket a little above and between the cylinders is a video-capable iPod to deliver sound and vision to the screen when the day's riding is done. How the iPod is protected from heat and vibration we're not sure, but it apparently works a treat and is sure to become a design feature of many custom bikes in the years ahead.

So there you go. An award-winning chopper that's capable of turning heads for all kinds of reasons. Burnin' Money made its public debut at the 2006 World Championship of Custom Bike Building, and took away a whole heap of accolades - try these:

- **Second, Modified Harley-Davidson Class, AMD World Championship**
- **Second, People's Choice, Metzeler V-twin Custom Bike contest**
- **Second, Biker/Penthouse Bike Show**
- **Second, Street Racer, Rat's Hole Bike Show**

"It's been a fun conversion," says the presiding genius, Dave Welch. "We have a very happy customer who got everything he asked for - and much more." That we can believe. Wonder if anything's got close enough to show in that rear-view camera yet? ✖

**★ DAVE WELCH, CHOPPER CITY USA  
2002 FLSTF CONVERSION**

**★ POKE**

**ENGINE:** Diamond-cut 95ci Twin Cam with MagnaCharger  
**EXHAUST:** Martin Bros WTF, headers black ceramic coated  
**GEARBOX:** Stock 5 speed  
**PRIMARY:** Rivera 3in open primary; Auto Clutch top belt guard by Chopper City  
**CLUTCH:** Stock

**★ CHASSIS**

**FRONT END:** 12in-over Air Ride Springer by Tricky Air  
**REAR END:** Progressive suspension; RC Components swingarm  
**FRONT WHEEL:** 21x3.5in RMD Xtreme Machine Arson  
**REAR WHEEL:** 18x10.5in SX Xtreme Machine Arson  
**FRONT TYRE:** 120/70-21 Metzeler  
**REAR TYRE:** 280/35-18 Metzeler  
**FRONT BRAKE:** Performance Machine 4-spot single disc  
**REAR BRAKE:** RC Components pulley/rotor/calliper  
**PAINT:** HiTech Autobody and Mark Sporka

**★ DETAILS**

**SEAT:** Danny Gray, modified by Dave Welch  
**UPHOLSTERY:** Alligator and leather - Scott's Upholstery  
**CHROMING:** Triple Plate Chromers Australia