

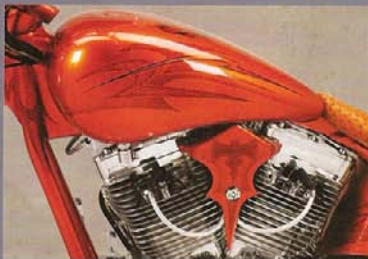
# ROGER'S PHATBOY

## Chopper City USA

If money were no object, what would you do to your bike? Would you hand it over to your builder along with the laundry list of goodies you've always wanted? Or would you replace that list with an open checkbook and simply tell your builder to wow you? It's a quandary not many people are ever faced with. But Roger Cascone, a client of builder Dave Welch of Chopper City USA, in Orange Park, Florida, did have that dilemma when it came to his stock '02 Harley-Davidson Fat Boy. In the end he did both, first his way, and then Dave's way. The final result is the clean, totally awesome and still smooth-riding bad boy it is today.

When Roger first brought H-D's legendary Softail to Dave, he told him he wanted a custom paintjob, chrome wheels, and lots of other chrome goodies. "That was the first customizing," Dave says. "I told him, 'I know you're gonna be happy with it, but you're not gonna be





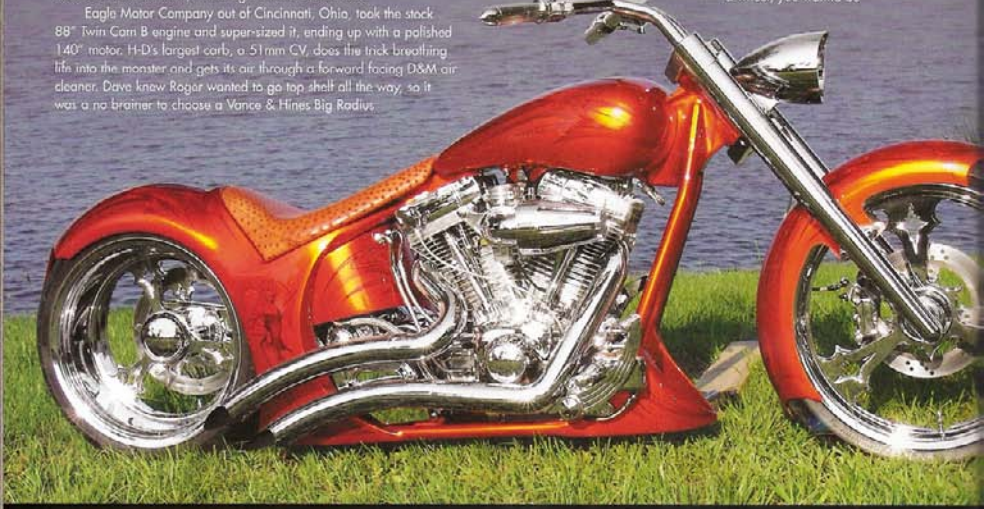
happy with it. I know what you want but this isn't it."

But a smart businessman doesn't argue (too much) with his client, so Dave filled Roger's wish list and watched him ride off into the sunset, happily squinting from the last of the sun's rays bouncing off his chrome. Roger returned a year later and saw what might have been. "He saw another bike we'd done with a lot of sheetmetal work on it and said, 'Can we do that?' So then we ended up tearing up this bike we'd spent all this money on and the paint job and everything, and re-did it to what it is now," says Dave.

With all its radical modifications, Roger's *Phatboy Conversion* is plenty wicked but still an H-D through and through as far as the DMV is concerned, like a school-boy who raised hell but technically never left the boarding school property. Dave started with a 35-degree rake (with an additional 3-degrees in the trees) and stretched the backbone a decent 3", which automatically gives the bike its tough, long profile without losing any of its original rideability. Sleek bodywork is where Dave shines, and his sheetmetal fabrication skills are evident in the modified Independent gas tank and fire-bugging FatKatz fenders, each with sculpted points that give the bike its distinctive look. He also fabbed a front air dam, which tightens the overall look.

Eagle Motor Company out of Cincinnati, Ohio, took the stock 88" Twin Cam B engine and super-sized it, ending up with a polished 140" motor. H-D's largest corb, a 51mm CV, does the trick breathing life into the monster and gets its air through a forward-facing D&M air cleaner. Dave knew Roger wanted to go top shelf all the way, so it was a no-brainer to choose a Vance & Hines Big Radius

exhaust. A 6-speed Baker LSD tranny gets its power from a BDI TF2000 primary, for which Dave fabbed a custom belt cover. Dave called on his friend Joey Perse, of Perse Performance, for this set of his stunning S Series forks. "As far as front ends go, Joey's is one of the more precision machined front ends, and we were going for the best." The single-sided Monotrack swingarm gives the bike its mean, clean look, opening up the right to give us a clear view of that chrome Warlock wheel from RC Components holding a 240 Metzeler, and that's all Dave. "It's one of my trademarks, something I've been doing," he says. "I've been building bikes for quite a few years and it seems like once you start doing something that catches on, you never get to do anything different. The majority of bikes I've built over the years have all been single-sided swingarms. It's what everybody likes... It's just a look. We go for a really clean look on the bike, and the cleanest look you can get is with a single-sided swingarm. I think it initially started back when billet wheels were just starting to get big and the prices were going up and we were trying to figure out a way to showcase them. If you're paying all that money for a wheel, you wanna be





### Builder: Dave Welch, Chopper City USA

One visit to Chopper City USA's brand new building in Orange Park, Florida, and people realize they aren't in the average bike shop. That's because owner Dave Welch designed the building to feel more like a motorcycle museum than a chop shop, with its spacious showroom and tiled floors, and big screen TV featuring bikes, bikes, and more bikes.

Dave attended the American Motorcycle Institute in 1980 so he could work on his own bikes. For years he kept it a hobby, until he went pro about a decade ago. It's a family affair at CCUSA, with Dave's wife Sherry as office manager, and a son who does final assembly and mechanic work. Dave likes to do all the sheet metal, fabrication and design.

"We're different than a lot of shops, because we mostly cater to one-off customs, our showroom is just bikes we've built and managed to hang onto. We keep it immaculate and try to make it look real nice, and when people walk in they get the idea right away we're not the average motorcycle shop." Dave's customers must like it, especially Roger Casante, who used to be Dave's client. He liked Dave's work so much, now he's his business partner. Check out CCUSA at [www.choppercityusa.com](http://www.choppercityusa.com), or give them a call at 888-721-1969.



**SPECIFICATIONS:**

**Owner:** Roger Cascante  
**Year / Make:** 2002 Harley FLSTF  
**Fabrication/Assembly:** Dave Welch, Chopper City USA  
**Build time:** 6 months  
**Engine:** 140" Twin Cam B by EMC  
**Flywheels:** EMC  
**Rods:** COMP Adjustable  
**Pistons:** J&E/EMC 4.25" Patented design  
**Cylinders:** Darton/EMC  
**Heads:** TC B/EMC mods 10.3 to 1  
**Cam:** OEM stock "A"  
**Ignition:** Harley Screamin' Eagle  
**Carb:** CV 51mm  
**Pipes:** Vance & Hines Big Radius  
**Air Cleaner:** D&M Air Cleaner  
**Transmission:** Baker 6-speed  
**Primary:** BDL TF2000/CCUSA  
**Clutch:** BDL  
**Frame:** Harley FLSTF  
**Rake/Stretch:** 35-degrees/3"  
**Forks:** Perse S-Series  
**Rake in trees:** 3-degrees.  
**Rear Suspension:** Legend Air  
**Wheels:** RC Components Warlock  
**Tires:** Metzeler  
**Front Brakes:** Brembo  
**Rear Brake:** Monotrack  
**Fuel Tank:** Independent  
**Oil Tank:** Modified H-D  
**Fenders:** FatKatz  
**Handlebars:** Custom Cycle Controls  
**Headlight:** Headwinds  
**Taillight:** Custom Chrome  
**Hand Controls:** Custom Cycle Controls  
**Foot Controls:** Accutrunk  
**Chroming:** Atlantic Coast Plating  
**Painter:** Mark Sporka Custom Colors  
**Color:** House of Kalar Tangelo over Orion Silver  
**Graphics:** Texano  
**Polishing:** Briteside Polishing  
**Molding:** Mark Sporka Custom Colors  
**Seat:** Donny Gray  
**Special thanks to:** Roger, Texano, and everyone involved in this elegant Harley conversion

**UP CLOSE****Cycle Control Systems**

Cycle Control Systems of Henderson, Nevada, is doing its part to make America more beautiful by cleaning up the handlebar litter that plagues so many customs. CCS has attacked the problem of exposed wires, cables, and hoses with its control units that not only get rid of these, but have a sleek appearance belying its internal master cylinders (reservoir is housed inside grip area) as well. Every control function you expect in a stock bar is there including a throttle lock! An optional in-line slave cylinder allows for the hydraulic system to activate a mechanical clutch and three styles of grips are available. Contact [www.customcyclecontrols.com](http://www.customcyclecontrols.com) or call 866-438-2129.

*"It's just clean from front to back," Dave says. "Everything fell together really nice on the bike."*

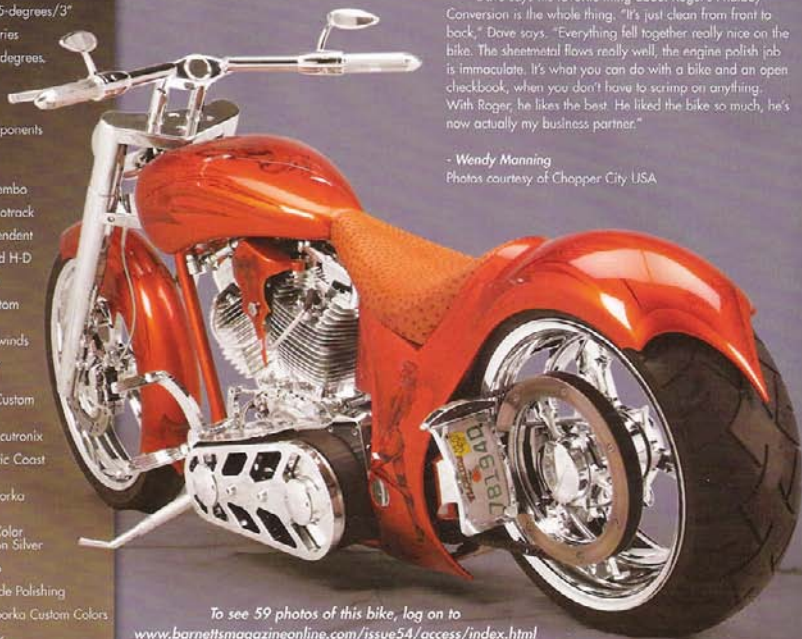
able to see it and the single-sided swingarm fits the bill."

The tan ostrich seat by Donny Gray was chosen by Roger, and Roger also relayed his wishes for a candied orange paintjob to Mark Sporka, who used House of Kalar Tangelo over Orion Silver, CCC in-house airbrush guy, Texano, did the graphics and the pin-up girl art, which met with Roger's full approval.

Dave says his favorite thing about Roger's Phatboy Conversion is the whole thing. "It's just clean from front to back," Dave says. "Everything fell together really nice on the bike. The sheetmetal flows really well, the engine polish job is immaculate. It's what you can do with a bike and an open checkbook, when you don't have to scrimp on anything. With Roger, he likes the best. He liked the bike so much, he's now actually my business partner."

- Wendy Manning

Photos courtesy of Chopper City USA



To see 59 photos of this bike, log on to [www.barnettsmagazineonline.com/issue54/access/index.html](http://www.barnettsmagazineonline.com/issue54/access/index.html)