

VENGEANCE CHOPPER

Just the ticket for toolin' around Sturgis

■ THOUGH JOE AND I RODE FROM LA TO STURGIS ON NEW H-Ds last year, we didn't use those bikes during the rally. No, sir! A change of pace was in order by the time we got to South Dakota, since we were also going to ride the Harleys back to Connecticut after the event. What we wanted for toolin' around the Black Hills was some machinery of the custom-built kind. To that end, Joe got his butt on a Custom Chrome Doss Rocket kit bike, which he's going to tell you about in a future issue, while I hooked up a Vengeance Warrior chopper. The Warrior was a great machine for cruising in and around Sturgis, since a chopper is the machine to be riding nowadays. And that's just fine with me, as I've always liked choppers. I've built many in my day, the first one in 1971.

The foundation of the Warrior's chassis is a powder-coated Daytec softail-style chopper frame with 2" of stretch in the top tube and 6" in the downtubes, with 40 degrees of rake. Up front is a 41mm conventional chromed tube front end that's 10" over stock (resulting in a 78.5" wheelbase) and features chromed billet aluminum triple trees and lower legs. Those trees also support a headlight, mini-ape handlebars, billet Dakota Digital electronic speedo/dash unit, and billet risers, handgrips, mirrors, all of

