

lebars and optional pullback risers, as well as a 5.75" chrome headlight and chrome billet aluminum electronic speedo and tach housing, top the front end.

Out back, a matching chrome billet wheel — the brake discs and rear pulley also match the wheels — is wrapped with a 50/40-18" low profile Avon rear tire that's stopped by a chrome billet Brembo four-piston caliper. Amidships, a stretched Chopper-style 3.8-gallon fuel tank, and chrome billet matching forward controls, grips, levers, mirrors, and shifter rod, give the bike nice detailing, as does the chrome billet sidemount license plate bracket. A custom solo seat finishes off the bike.

As for the paintwork, this machine sports a Level 2 spray job, which can be one of five different treatments: Hotrod Flames has the main color fading from yellow to orange to red. Fade Flames has the body color fading into the flame color, while Glacier Flames features a unique cracked ice treatment. Shredder Flames have torn edges, while Devil Dip flames have cutbacks at the ends. The two Level 1 paint options consist of a traditional flame job in a single color that is usually outlined by a contrasting pinstripe, or Ghost Flames that are barely visible except up close or in direct sunlight. As you can see, my test bike's Level 2 paintwork is Pearlized White with Copper Shredder Flames, Airbrushed Skulls, pinstriping, and drop shadows. Very cool, indeed.

Now that you know about the Vertebreaker, I guess it's time to tell

you what it was like to ride. Being a rigid, it had no trouble living up to its name. Thankfully, the roads around Sturgis are in good shape, so this hardtail was not a problem at normal speeds. However, when in triple-digit territory it can get exciting when you hit some bumps. High-speed handling was good, and moving my butt a couple of inches to the right had the bike tracking straight on the highway, in spite of the Vertebreaker's left-side heaviness. Slow-speed maneuvering in a parking lot was okay, and I liked having dual brakes up front; it's a good standard feature.



My only complaints are that the mirrors and right brake handle didn't stay with the bike the whole time I rode it. The mirrors took off the first day, and a badly installed brake lever clip ejected from the bike — with the lever immediately following — at about 90 on the last day I rode it. My last point is not a complaint, since my legs and not the bike are at fault: You need to be about 5'8" to comfortably ride this bike. Since I'm not, I was always stretching to reach the brake and shifter pedals, though being flat footed was never a problem due to the low seat height.

Other than these minor glitches and personal issues, I had fun on this bike, and it definitely drew a good deal of attention wherever I rode it. The Vertebreaker starts at \$28,995 and comes with a 12-month, unlimited-mileage, factory warranty. And for those who want it, a 12-month extended warranty is also available. **AIM**

## SOURCES

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