

# RAW

August '09 | \$9.95 NZ \$10 (incl GST)

**25** HOT SEX FANTASIES



**RALPH MODELS CONFESS**

**76** BEST MOVIE DEATHS



**355** WAYS TO ROCK THE RECESSION

- ▶ 100 THINGS TO DO FOR FREE
- ▶ 50 CHEAP WAYS TO GET WASTED
- ▶ 50 TOP TRICKS TO SCAM STUFF

**EXCLUSIVE**  
**KYLE SANDILANDS' BABE!**



**TAMARA'S FIRST EVER STRIP, PLUS MEET HER HOT NEW BANDMATE!**



**BIKIE MAFIA MENACE :: HOPPA GIVES US THE FINGER :: KELLY SLATER HITS OUT HOT FUNNY CHICKS :: FAT FUNNY BASTARDS :: WE HANG OUT WITH WARNIE**

# STUNNING VICTORY

Hit the Jackpot with this schmick bling-meister

**L**OOKING more like a custom chopper than a production streetbike, Victory's all-killer Vegas Jackpot is a serious contender in the massive big-cruiser market.

It boasts a glorious rumbling brute of a V-twin motor (1731cc), which churns out 73kW of power and 153Nm. This translates to just about the best off-the-mark tyre-shredding in its class. Only Suzuki's big-arse Boulevard comes anywhere near it in terms of traffic-light drags... um, which are illegal, so don't do them, OK?

Despite its hefty 294kg (dry), the Vegas Jackpot will top 160km/h with an eagerness that'll paste a shit-eating grin all over your face and ruthlessly kill your licence.

The rear tyre is righteously huge, the paintwork is glorious (and yes, you can have the Vegas Jackpot in plain black if you're a bit shy) and there's enough aluminium billet to keep you polishing well into the small hours.

Traditionally, big V-twin cruisers are less than brilliant in the handling and braking department, but then no-one buys them expecting race-bike performance in these areas. The rear brake is by far the best option on the Vegas Jackpot, and the bike tends to weave a bit if you're pushing harder than you should around corners. Take it down a notch and it's one of the most rewarding rides around.

Pillion comfort is cruel and minimal. Only firm-

bottomed young hotties need apply, and judging from what was going on each time we parked the Vegas Jackpot anywhere, there will be no shortage of applicants.

At a touch over 30 gorillas (check prices with your local dealer as they may vary from state to state), it's 20 grand cheaper than Harley's flagship CVO range, and 100 grand cheaper than a custom-built chopper.

## SIMPLICITY CITY

You need to know your speed, if your blinker is on and if you're out of petrol. Everything else is surplus to your riding needs. Oh, there's an engine warning light in case something is about to explode.

## TWIN PEAKS

The motor is a wonderful torque-ogre. Not only does it look brutal, it can back its bullshit up. Its fuel injection is perfect for smooth, low-speed cruising, and delivers when you crack open the throttle.

## SOUNDGARDEN

Trust us – you will be wanting to throw these away seconds after you buy this motorcycle. Everyone does, since there is a brilliant thundering cacophony demanding to be unleashed.

## SEXY SPINNERS

People have been known to hold up servos and corner stores to buy flashy custom wheels like the Stingray units that come stock here. And acres of billet beauty await your polishing rag.

CRUISER  
BRUISER



## TECHD STUFF

**ENGINE:** 50° 106-cubic-inch SOHC V-twin

**COMP RATIO:** 9.4:1

**CLUTCH:** Wet, multiplate

**FRAME:** Tubular steel cradle

**WHEELBASE:** 1684mm

**REAR BRAKES:** Twin-piston caliper on a 300mm disc

**FRONT BRAKES:** Four-piston caliper on a 300mm disc

**REAR SUSPENSION:** Single shock with adjustable pre-load

**FRONT SUSPENSION:** 43mm telescopic fork

**PRICE:** Expect to pay between \$29,750 for the base model and \$41,500 for the up-spec Ness. The orange crush one we tested is \$33,295 ride-away from the Melbourne showroom. Call Victory on 1300 721 360 for more details.