

WOW! IT'S THE NEW LOOK KIWI RIDER

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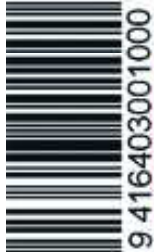
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MONSTER



SHOOT FIRST ASK QUESTIONS LATER

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Channelling the spirit of '80s TV cop Inspector 'Sledge' Hammer Ollie S. gets down 'n dirty on Victory's hard-arse Hammer S.



Remember Sledge Hammer, the cult American T.V. show which starred Magnum .44 gun-slinger Sledge Hammer?

Though it only lasted two seasons on air (from 1986 – 1988) it inspired a generation of gunholics, myself included.

Sledge Hammer had a particular way of getting the job done, with a motto that captured the inner redneck in everyone. In much the same way the Victory Hammer S has a particular way of getting the job done – which, in Sledge-speak, could be translated as; ‘twist first and lean later!’

HAMMER TIME

Like the .44 Magnum there’s a certain badass vibe to the 106 cubic inch Hammer S, one which – not to put too fine a point on it – is not your usual Victory Hammer. Black trimmings abound on the forks, engine cases, swingarm, handlebars and instrument cluster, then there’s the white racing stripe boardwalk blue paint and ‘blingalicious’ X Factor wheels.

Of course it’s the chopped look and enormously wide 250mm rear tyre which

is the S model’s real drawcard; like a personalised white .44 magnum it draws attention wherever you go.

In case you need reminding, motive power comes from a 1731cc (106 cu in) version (same as the range-topping Vision) of Victory’s own air-cooled SOHC 4-valve per cylinder, dual 45mm EFI throttle body, fuel injected, 50° V-twin engine and reaches that fat (phat? Ed) rear tyre via a 6-speed gearbox and carbonfibre-reinforced belt drive.

The nature of cruisers and cruising means a six-speed gearbox is arguably overkill, but credit where credit is due, it’s a pearler of a box even if you rarely dally in the lower ratios. The trick is to short-shift to fourth, fifth and sixth gear which provide you with all the cruising options you will need.

UPFRONT & PERSONAL

With so much focus on the Hammer S’s rear booty and meaty heart thumping away within the 106 cubic inches you would expect the compact 18” dia. front wheel to be somewhat over-powered. Truth is it’s

SPECIFICATIONS VICTORY HAMMER S

ENGINE

Type: Air-oil-cooled SOHC 4-valve-per-cylinder 50° V-twin 4-stroke

Displacement: 106ci (1,731cc)

Compression ratio: 9.4:1

Bore x stroke: 101 x 108mm

Starting system: Electric

Engine management system: CDI

Fuel system: Electronic fuel injection with dual 45mm throttle bodies

Clutch: Wet multiplate

Transmission: 6-speed

FRAME

Type: Tubular steel

Swingarm: Steel

Front suspension: USD-type 43mm telescopic fork

Rear suspension: Linkage-type single coil-over shock absorber

Brakes: Twin 300mm floating rotor discs w/ 4-piston caliper front & single 300mm rotor disc w/ 2-piston caliper rear

Tyres: 18in. dia front & rear

DIMENSIONS

Wheelbase: 1669mm

Rake: 32.7°

Trail: 140mm

Seat height: 673mm

Clearance: 148mm

Dry weight: 303kg

Fuel tank capacity: 17L

RRP: \$34,995

Test bike: Victory & Silver Fern Motorcycles

GEAR

Helmet: Shark RSI Titan

Jacket: Ixon Xeres

Pants: Draggin Jeans

Boots: TCX X-square



Hammer S takes basic Hammer custom and adds a wiiiiide rear rim and tyre and associated straight-line, go-fast look and feel – currently all the rage amongst the custom builders, and now factories.



While models like the Hammer S have a relatively narrow envelope of basic use, within that envelope they offer a heady combination of muscle, stance and style.



surprisingly sure-footed and responsive, and well endowed with rubber to cope with the overzealous shift and push from the whopping wide 250mm rear tyre. It's fair to say too that the 43mm inverted front forks provide a surprisingly supple and responsive action for the Hammer's hefty 310 odd kilos over rough tarmac, with a definite lack of the sort of mid-corner push or tuck you might well expect.

Speaking of which, while the ability is there to traditionally steer the Hammer S, I found that it was much more fun to roll back in the seat and dominate the rear end with my outside thigh engaging in a cornering battle with the huge rear tyre.

Definitely not for inexperienced riders, it's an odd but incredibly entertaining sensation steering a big cruiser through corners with so much rider input. Of course, like all cruisers ground clearance is not what you could call 'sportsbike spec' so the folding foot pegs are a handy feature when you're within a bee's dick of scraping a chassis rail.

Braking-wise the dual 300mm floating rotors with four piston calipers latched onto the front wheel allow you to do what cruisers often fall short in – remaining rubber side up when pulling hard on the front stoppies.

Conventional braking on cruisers is always associated with the foot pedal and whilst the Hammer S can handle stomping on the rear brake, it's nice to know there is some real power in the front pads without an ensuing front wheel lock up.

CHOPPER FEEL

Ergonomically the Hammer S is a straight-shooter. The V for Victory shaped handlebars sweep back just far enough



to fondle comfortably, whilst the soft wide seat gives you a platform to sit in promoting a neutral and relaxed riding position. Don't bother unclipping the pillion seat cowling for a pillion long haul either, the pillion seat is going to have even the most generously proportioned and cushioned 'ole lady begging for mercy after a couple of kms.

To conclude, like the custom butt of Sledge's signature white .44 Magnum, the Victory Hammer S brings another dimension to factory custom, er, customs. An easy riding position, fast paint job, trick wheels and road presence make it a blast to ride. The engine runs like clockwork and the detailing is some of the best in the market. It's a total wind-in-your-face package with a totally custom look straight from the crate. **KR**

