

Two new choices in V-twin touring cruisers arrive from **Suzuki** and **Big Bear Choppers**.



## Divergent Roads

**T**HOSE IN THE market for stylish, big-bore baggers will have a good deal of whisker scratching to do in 2008. Just as the touring demographic is expanding, so are its options. Hot on the tailpipes of the VictoryVision's intergalactic funk come a pair of machines as disparate in their styling as their origins. For the metrically inclined, there is a powerful cruiser with classic good looks from a Japanese manufacturing titan. Riders determined to wrap their knuckles around the cutting edge will be attracted to the radically stretched Pro Street bagger from a small California mountain town.

The classically big-boned Suzuki C109RT ([www.suzukicycles.com](http://www.suzukicycles.com)), with its M109R-based 1783cc, liquid-cooled, fuel injected V-twin engine and all new chassis, fills a gap in Suzuki's torque-snorting Boulevard line. The C109RT melds a fresh take on the traditional touring profile with Suzuki's distinctive V-Twin technology. From the massive pullback bars behind the custom windscreen, to the studded two-up seat with passenger backrest, leather saddlebags, and its slash-cut pipes, the C109RT cuts a purposeful figure on the highway. Beneath a 5-gallon tank, the 109 cu in engine has been tuned for maximum low-end torque and is fed by Suzuki's Dual Throttle Valve system, a technology that aids smooth throttle transitions descended from the high-performance GSX-R line.

Big Bear Choppers' GTX reclines (above), and Suzuki's Boulevard C109RT stands at the ready.

While the Suzuki looks every inch the classic bagger, Big Bear Choppers' GTX ([www.bigbearchoppers.com](http://www.bigbearchoppers.com)) is every yard the iconoclast. The impossibly stretched Pro-Street/Bagger amalgam looks as though it could span Big Bear Lake in a drought year. The GTX (Grand Touring X-Wedge) is built around the new S&S 100 cu in polished engine, which generates 112 lbs of torque. Should that produce insufficient testosterone for your needs, a 114-inch mill is available as an option. Both powerplants are mated to a Baker 6-speed, right side drive transmission.

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The GTX settles the passenger in front of the gargantuan 300 mm rear wheel, centering the load and improving the bike's two-up handling. The bodywork flows from the 3D molded fiberglass downtube cover to the voluminous storage bags and custom-clean rear fender. While a bike boasting such extreme proportions might intimidate bantamweight prospects, bolt-on modifications create comfortable ergonomics for riders between 5'6" and 6'3". The crouched, aggressive GTX will also be available as a full touring version, with additional front-end bodywork.

Whether you're looking to cruise down the middle of the road, or out on the edge of the highway in 2008, one of these machines will have you, your passenger, and your gear covered. —MIKE SCHULTE

