

RIDE REVIEW: ***BUILDING THE PERFECT "BEAST"***

Beast Choppers Debuts with the Twin Cam BTM

Rick Hatch, owner of Hacienda Harley, has always been a motorcycle enthusiast. Whether it be running the day-to-day operations of Hacienda Harley, ripping his Screamin' Eagle® Road King® through the mountains of Arizona or racing the Baja 1000, Rick has always been around motorcycles. Over the last couple years, Rick has dabbled in building his own motorcycle line called Beast Choppers. Rick wanted to build the ultimate chopper and gave his vision to Chris Neal, designer of manufacturing, and to Hank Raymond, builder, engineer and designer. This is what they came up with. A single down tube frame design by Beast Choppers, 300 rear tire with Twin Cam BTM application. To keep the bike balanced, Chris chose Jim's 6-speed right side drive transmission.

The heart of the motorcycle is the Harley-Davidson 88" Twin Cam BTM. This is a great new addition to the custom bike community. First, the Twin Cam BTM Harley Motor is not in any or very many custom motorcycles. Almost all custom motorcycles use the evolution type engine. There are two reasons for the scarcity. One being the price of the engine and the other is that almost all frames are created to house a standard S&S Evo engine. To accommodate the Twin Cam BTM engine requires a different type of frame.

Hank, a sport bike rider decided that the standard 88" mill was not enough. They, in-house, built the engine up to the 107 cu. in. with a compression ratio of 10.5 to 1. And of course with this combination, they had to install a compression release button on each cylinder to save the starter motor.

Beast 300 RSD Chopper Specs

Frame: 300 RSD Single Down Tube Softail

Forks: FXST, 41mm

Extension: 10 over

Seat: Guys Upholstery

Tires: Rear Avon 300 x 35 x 18 Rear
Front Avon 120 x 70 x 21 Front

Engine: Twin Cam BTM Balanced Engine

Builder: Hank Raymond

Displacement: 107 cu

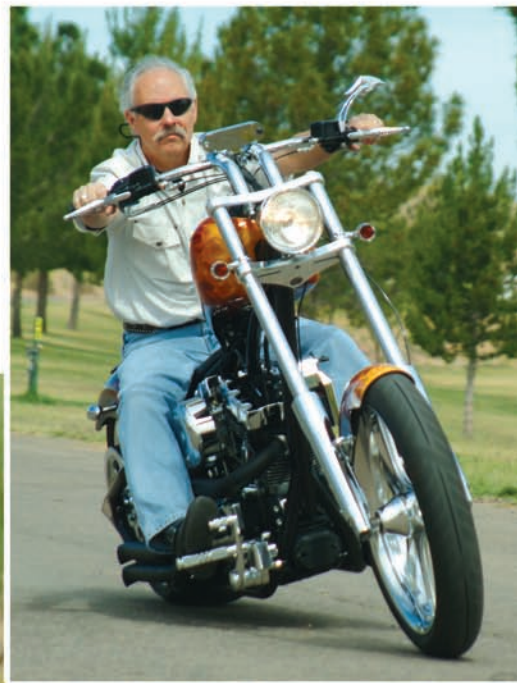
Carb: S&S Super 6

Pipes: Beast Choppers

Transmission: Beast 6 Speed RSD

Painting: Area 5150

Price: \$39,000





Rick Hatch and the new Beast are ahead of their time. I can see that in the future more and more customs will house the new Twin Cam BTM. One, because of the reliability and smoothness, and the other is having the option of a fuel-injected engine. I believe the government may have some influence on the fuel-injection requirements in the near future with their emission requirements.

They will only make 50 of these motorcycles in the next year. If you contact Ron in Sales or Chris in Design at Hacienda, you can request special paint or engine options. Possibly other options as well.

Road Test

Chris was very excited to introduce the new motorcycle. He was very thorough in pointing out what sets this bike apart

from most of the other customs in the market place. Now that I finally get to ride the new Beast, I got to experience first hand how it rides.

The first thing that I noticed after I swung my leg over the seat and sat down was the controls. They were all very familiar. It was as if I was sitting on my Harley. Start, stop, turn, horn and head light dimmer switch were all the same as it is on most Harleys.

The seat was nice and low for great balance and I noticed the digital speed and odometer display. Its placement was great. Very readable, just under your line of sight when viewing the road ahead.



Because this is a 107-inch mill with high compression pistons, 10.5 to 1, I had to punch the little compression releases down on each cylinders before cranking. Hope I remember to do this in the future. Ah, yes the engine sprang to life and roared with authority with the short straight exhaust pipes. Finally, I get to ride.

I started out of Hacienda and headed over to West World so Raymond could take a bunch of pictures. This required a lot of riding slow in a circle and a lot of u-turns. This was real boring, but at the same time, it does force you to become familiar with turning the chopper at low speed while slipping the clutch. Piece of cake, actually this was fun.

Finally, done with the pictures, I now get to go out in traffic and play. Funny, my mother always told me to go play in traffic.

I could not resist, the first place I headed was out to the 101 and an on-ramp.

All the time that I was playing with the Beast in the parking lot, I never noticed any real vibration – never thought about it. Now that I have the hammer down on the 101 ramp, there is also very little vibration. Even with the billet forward control, there was very little vibration from the 107 cu inch screamer. Now that I have settled in at about 70 on the 101, the Beast rides as smooth as any custom that I have ever been on and a lot smoother then my Sportster. You could ride this machine all day.

You sit nice and low with the best view you can imagine looking over the handlebars with the digital readout telling your speed and RPM. With the Beast running down the 101

about 70-75, I grabbed the sixth gear. Just like magic, the 107 is spinning about 2500 RPM and as smooth as can be. This is one solid riding chopper and as smooth as I have experienced on the open road.

I made several lane changes and played in traffic like a good boy, then headed over to the Desert Ridge Mall area to get some street time with slow traffic. And yes it did turn a lot of heads at the Mall.

Aside from the typical characteristics of the chopper effect, like a terrible turning radius, it was a great machine to ride, on and off the highway. I did notice while sitting for a long red light, my right pant leg got pretty hot from the radiation heat of the exhaust pipes. I have noticed this on just about every custom that I ride.

As I headed back to the barn on the 101, the Frank Lloyd Wright exit didn't



look at all inviting. Neither the bike nor I wanted to make our way back to the garage. But, it was time to end the ride and I was able to coax the Beast to the Hacienda parking lot where I met Chris for the feedback that he wanted.

Summary

The Beast was a great, solid and very smooth ride with a lot of power. A Chopper ahead of its time. It was easy to tame the beast for just about any



kind of riding you may want, taking into consideration that it is a chopper. Your feet will not vibrate on the pegs and you will enjoy the view. The only down side was the radiant heat from the exhaust pipes on the right pant leg. This can be easily fixed with a small shield. If you like choppers, this is a must to check out.

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