

SHOCK THERAPY: DEEP SOUTH CHOPPERS

STORY: GARY "KOZ" MRAZ AND CD PHOTOS: RON SINOY

Based in Baton Rouge Louisiana, Deep South Choppers is done with the fat rear tire craze. They're back to the roots of American V-twin customizing circa WWII. With bobbed rear fenders, small 'peanut' styled fuel tank, absent front fender, sprung solo seat and straight pipes its anything and everything to make the bike more responsive and faster. With the comfort and performance of modern technology the Shocker is a return to pure enjoyment of American motorcycling (Quote from their website www.deepsouthchoppers.com)

SO THAT'S WHAT THEIR WEBSITE SAYS ABOUT THEM. BUT WHAT DO WE THINK?

Well DSC makes two versions of the Shocker, a High Voltage "chopper" style and a Low Voltage Bobber style. Both use a cool Mooneyes spun aluminum oil tank which compliments the overall satin finish/speed circles theme perfectly.

I've been test riding expensive cruisers, and spending serious saddle time on the Low Voltage Shocker was ... a shocker. Putting hundreds of miles a day on this bike may be out of my league, plus, the modified sporty tank only holds 2.2 gallons of gas. You're always searching for a 6th gear on the freeway and the Shocker ride is reminiscent of pre-rubber mounted HD. My Shocker, # 4, had a sweet spot around 65 mph and the forward riding position was actually surprisingly comfortable.

I headed to Mooneyes in Santa Fe Springs, California, to put some miles on. Founded by hot rod legend Dean Moon, Mooneyes has been in the same location for over 50 years and virtually every hot-rodder/designer has graced these hallowed halls. From Vic Edelbrock, Don Garlits, Mickey Thompson, George Barris, Ed "Big Daddy" Roth to Carroll Shelby. In fact, the very first "Shelby Cobra" rolled out of the Moon machine shop in 1962. Everybody has seen those cool spun aluminum rim covers.

Hot rodders supposedly got better aerodynamics when using them.

Cruising back from Mooneyes I had a completely refreshed take on old skool kool. The hot rod speed circle look that permeates every inch of the Shocker is downright dragster hip. Deep South designs and manufactures the frame, swing arm, hand and foot controls, exhaust, battery box brackets and triple trees. From the simplicity of controls, automotive style key ignition to the open primary, it's raw and clean. Options include Renegade rims (on mine), their designs of billet wheels or powder coated spoke wheels offered in any color at no extra charge. Several paint and racing stripe colors and a number (or not) of your choice is available. Customers will make each Shocker their own. The Carrerra racing shocks offer a good ride and even the seat is comfortable.

The next day was spent rolling around the LBC. I hit West Coast Choppers to see if Jesse was holding his infamous NO Love Ride this year since the Love Ride had been cancelled, and he was. Cruising over St Thomas Vincent Bridge, prowling the docks, Terminal Island and generally bombing around PCH. Suddenly, I realized the touring cruisers had lulled me into a windless, vibration free motorcycle trance cradled in creature comforts. What at first seemed loud and unruly was in fact waking me up from a state of complacency...I swear, this shock therapy was bringing me back to life. The pure exhilaration and raw sensibility of this motorcycle reminds me of why I started riding motorcycles in the first place, and that's the Shocker's intent. Untamed, raucous and a bit uncivilized...it's exactly what the doctor ordered.

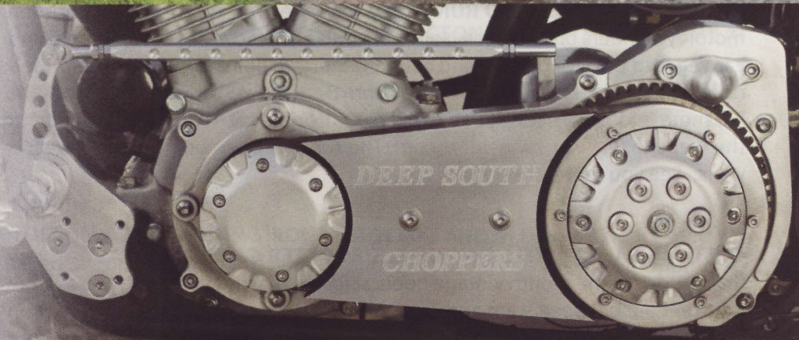
Esthetically, everyone from dyed in the wool Harley riders to the younger rat bike crowd loved the Shocker's design. From the Sproter (Sprocket/Brake rotor) to the rear fender and shock struts. Both unique and functional, it actually takes time to truly appreciate the detail of this motorcycle. Everybody thought it was a one-off custom bike, which isn't too far off. The real "shocker" is that with such a reasonable price point (less than 20K) only 50 of these very limited edition, numbered custom motorcycles will be



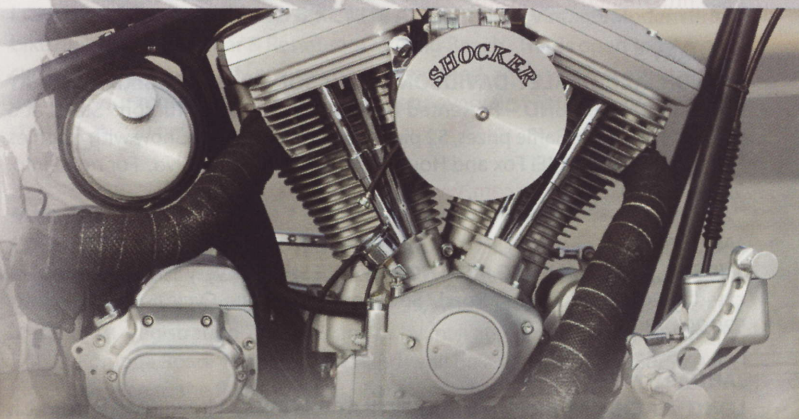


manufactured for 2010. Deep South Choppers has their pulse directly on the new wave of old skool with both their High Voltage Chopper style and Low Voltage bobber style motorcycles.

Before Brad and Dennis started DSC, the family business was restoring and modifying early model cars, and their style was (and still is) the Hot Rod. So their vision of what a cool bike is a hot rod bike, meaning less shiny chrome stuff and expensive billet and fancy paint and without a doubt, DSC has captured pure simplicity with depth and detail. With limited run manufacturing, an excellent price point and quality craftsmanship, Deep South Choppers very well may be the new wave of old skool kool that the motorcycle industry needs right now.



- Limited Run with Custom Badge
- 80" Harley-Davidson® EVO Engine (soon to be a 107" Ultima)
- 5-Speed Baker® Transmission
- 2" Open Belt Primary Drive
- Mooneyes® Spun Aluminum Oil Tank
- 16" Wheels, 150mm Rear Tire
- Fat Spoke or Mag Wheel Choice
- DSC Proprietary Chassis
- DSC Proprietary Hand & Foot Controls
- Satin Finish on all Metal Surfaces
- Carrera Racing Shocks
- 4-Piston Caliper Brakes
- Additional Build Options
- 1 Year Warranty



<http://www.deepsouthchoppers.net>

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