



2013 VICTORY JUDGE

Story: Gary Koz Mraz **Photos:** Ron Sinoy

Aptly named after the 1969 Pontiac GTO Judge, this American motorcycle delivers on its promise. I couldn't pop a wheelie but burned some rubber. The Judge has lots of torque and power via the Freedom 106. The company claims 113 lb-ft of torque from the 106ci (1731cc) Twin. A 140mm rear tire and a fat 130/90 tire up front anchors each end of the bike. This big tire and 16-inch five-spoke wheel is even more pronounced because of a single front brake rotor. The foot controls aren't really center nor are they forward so I shall christen them "Midward Controls."

The café-cool trend rears its head with the oval "number plate" side panels, a nice touch, and the new taillight integrates cleanly into the fender line. The Judge has its own sporty disposition. The front end looks ready to drag, from the bars that team well with its beefy front five-spoke mag wheel. A fairly small front fender and single disc open the look of the front end from the left side. The tall jugs of its machined cylinder heads are nestled tightly between the frame rails and below the sculpted tank. Its frame, dual exhausts, engine cases, fender stays and chain guard are all done in black. The view between the bars is sparse, a small round digital speedo and small mirrors. Black housing controls, bars, wiring wrapped in black and a black triple tree are non-descript. The brake lever is five-way adjustable.



AMERICAN MUSCLE

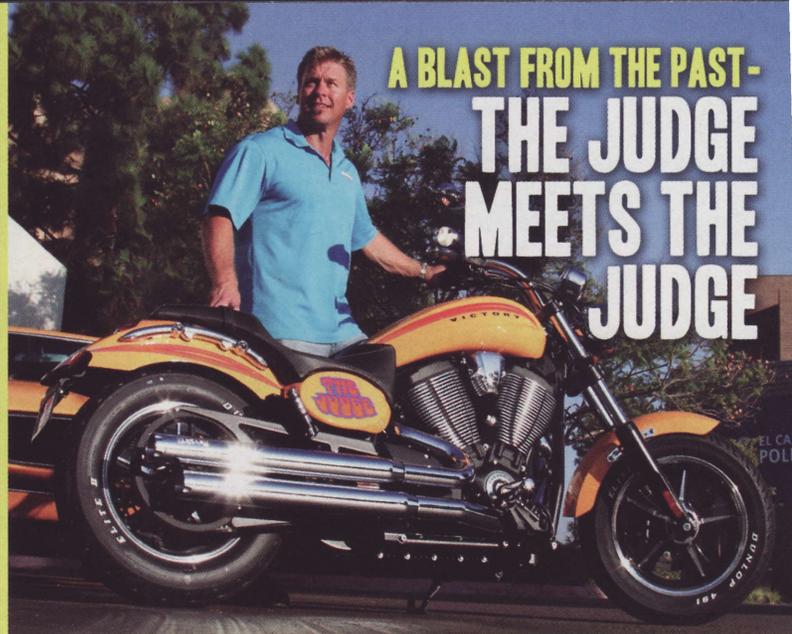
The sculpted seat keeps riders secure knocking through the six speed tranny and is very comfortable. All well and good, but I am concerned about its unusual shape that locks you in one position. I wonder if manufacturers (or Victory for that matter) will offer other options and choices. Based on how the stock seat hovers over the rear fender to keep the paint looking good, a solo seat is a natural accessory Victory may offer for the Judge.

I'd like to know how much gas is left in the tank when the fuel warning light comes on. I ran out of gas 20-25 miles after the low-fuel warning light came on. Yes, I did burnouts and you do want to hammer the throttle of this muscle bike, but all the other Victory bikes gave me a gallon or so after the warning light came on. I was racing around the mountain twisties and ground things down pretty well. It seems I took a little paint off the pipes too - sorry Victory press fleet.

I may sound like "judge" and jury but in fact, the Judge does what it's designed for, and very well. Retro '60s look, and lots of America muscle. You be the Judge.

The 2013 Victory Judge is available in Gloss Black, Gloss Sunset Red or Suede Nuclear Sunset with an MSRP of \$13,999 - \$14,399, depending on color choice. Pure Victory Gear already has a handful of accessories for the Judge.

*Special Thanks to super model Natalie K
<http://www.nataliekendallpaladin.com/>*



A BLAST FROM THE PAST - THE JUDGE MEETS THE JUDGE

Story & Photos by Randy Twells & Courtesy of Glenn Bagge

When Glenn Bagge was back in Minnesota some years ago as a teenager in high school, he worked in the automotive industry, and helped a high school friend work on his beat-up 1970 Pontiac GTO Judge muscle car. Glenn decided later that it was just too cold in Minnesota. So out to warm sunny California he came with a buddy, where muscle cars are king, and jobs in the automotive and motorcycle industries were aplenty. Working his way up, by 1997 he was part owner of a motorcycle dealership. But he always remembered the GTO Judge that was still in Minnesota! Needing a muscle car 'fix', Glenn called up his old high school friend, got him to sell the car, and send it out to California. By now it needed lots of love and restoration, and by 2008 he had brought the GTO Judge back to the full glory it deserved.

So fast-forward to late 2011 and Glenn is now VP and General Manager of Motoworld of El Cajon, CA. The 2012 Victory bikes were previewed and Glenn got a peek at the new Judge, and his imagination ran wild. He

immediately connected the dots and sought out his local custom paint & sheet metal guy Rob Miller Customs. The result is a retro muscle car feel with the original Pontiac GTO Judge Orbit Orange paint, and chrome everywhere, as the original Judge muscle car had, but with the Freedom 106" Victory power plant and all the rest of the great Victory ride package.

Using chromed Arlen Ness swept-back bars and other readily available Victory accessories, and chroming the factory production blacked-out pipes, mirrors, headlight bucket and other features on the Victory Judge, Glenn has achieved the muscle car themed bike he always wanted. So here is Glenn's Victory Judge for all the world to see, with full factory warranty, no less—and if you want one too, he can make one for you....

