



# LIVING LRG

This custom Hayabusa makes one thing—no, *two* things—perfectly clear

By Paul Dean

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USTOM HAYABUSAS ARE A LOT LIKE CUSTOM HARLEY-Davidsons: So many have been built in so many wildly different configurations that it's hard to come up with anything even remotely original. It's even harder yet if you want the end result to still look, act and feel like a real motorcycle.

Fortunately, that fact seems to have completely escaped Nick Anglada, owner of Custom Sportbike Concepts in Winter Garden, Florida. Anglada's specialty is applying his considerable custom designing and building skills to sport-



bikes, Hayabusas in particular. If you log onto CSC's website ([www.cscbikes.com](http://www.cscbikes.com)), you'll find a photo gallery populated with quite a few of the company's custom 'Busas. But while they are spectacular bikes one and all, those customs also tend to follow an archetypal formula—stretched and/or single-sided swing-arms, slammed chassis, monster rear tires, splashy graphics.

Except for the one called the LRG Bike. It's far less radical than most other custom 'Busas, but it's utterly stunning nonetheless, a machine you just can't seem to take your eyes off of. In a custom-bike world filled with so much same-same, the LRG Hayabusa is truly different, even though it probably retains more stock parts than most others of the species.

First of all, it's almost entirely white; you wouldn't need to take off your mittens and boots to count the number of predominantly white customs built these days. Second, rather than looking like the last-place finisher in a paintball competition, the LRG's graphic treatment is simplicity personified—just a thin green stripe on each side, a pair of Japanese kanji characters (that say "Hayabusa") and some small LRG logos.

But what really lends this Suzuki its standout appearance are its extraordinary see-through wheels, which seem to leave their hubs magically floating in space. The complete absence of spokes makes the bike look like it's streaking along at triple-digit speeds, even when it's propped motionless on its sidestand.

As absurd as it may seem, the wheel centers are clear plastic, a special hardened polycarbonate made by GE. If that evokes a "Yikes!" and makes you think of the LRG custom as a bike that dare not be ridden, think again: The wheels are both DOT- and TUV- (the worldwide certification agency based in Germany) approved. "When you ride the bike, it feels no different than one with alloy wheels and the same 240 rear tire," says Anglada. "It's perfectly stable and handles normally. The wheels couldn't get that kind of certification if they weren't safe."

Complementing the clear centers are round-shouldered, white-powdercoated rims. Cool little flush-mount aluminum caps conceal receptacles for the requisite Schrader valves tucked just beneath the surface of the rims. The overall effect of the wheels is dazzling, enough so to keep people staring in wonder for minutes on end. But you would expect nothing less, considering that the tariff for the wheels is somewhere in the very upscale neighborhood of \$12 grand per pair. Okay, now the "yikes" is justified.

CSC was commissioned to build

this bike as a showcase for LRG, the hip-hop/skateboard clothing company headquartered in California. LRG submitted a concept based on its white-and-green corporate colors, but Anglada felt it was too simplistic to have the impact both parties desired, so he modified the design to keep it clean and elegant but with more pizzazz. The wheels turned out to be the *pièce de résistance*.

But they aren't the LRG's only see-through pieces. Gator Customs in Illinois made plastic windows that fit into cutouts on the fairing lowers,

allowing an unobstructed view of the gold-anodized engine covers. The clutch cover itself even has a clear window that puts the pressure plate on display, and green-tinted triangular windows near the fairing's rear edges complement the overall color scheme.

Surprisingly, the foundation for this white-and-green dazzler is a stock 2008 Hayabusa frame. So too has the 1340cc inline-Four engine gone untouched except for short little Voodoo exhaust slip-ons. "We had to build this bike in just 30 days," says Anglada. "It needed to be finished

■ Polycarbonate-center see-through wheels from Metalsport Inc. ([www.metalsportwheels.com](http://www.metalsportwheels.com)) are available in 15 diameter/width combinations. They look perilously fragile but are fully approved for street use by the DOT and TUV.



■ Hole rearsets, 'Busa-man! Gold-anodized foot controls by Gilles Tooling are drilled and machined wherever possible to reduce weight. Simple little Voodoo mufflers slip onto snow-white ceramic-coated headers.

LIVIN'  
LRG

■ The LRG Hayabusa proves that a custom doesn't have to be way radical to be way eye-catching. Simple replacement of the signature rear-cowling hump with a GSX-R1000 tailpiece makes the bike look significantly lighter.





basically stock, though CSC livened up the display by using EL Glow backlit faces with green lighting. The faces also are imprinted with “1300” (the engine’s displacement category) and have LRG’s distinctive little tree-like logo in the middle of both zeros; LRG logos also are copiously embossed into the leather handgrips, the green leather-and-suede seat and even the clear windscreen. To eliminate the horror of rear-view mirrors poking out into the airstream, Anglada mounted an AnT Systems Rear-Vision monitor on a Techmount platform that plugs into the top of the steering stem, then hid the camera so it is practically invisible, a tiny dot just under the taillight.

Aside from the instruments, CSC had fun with lighting elsewhere. The Japanese writing on the fairing, along with the LRG logo beneath it and the “1300” on the tailsection, is illuminated in green any time the ignition is on. Plus, the green-tinted turn-signal and taillight lenses glow in the appropriate red or yellow colors when 12 volts of Yuasa juice reaches their respective bulbs.

That’s important, because Anglada, right from the get-go, insisted that the LRG custom be completely rideable. He wanted it that way for two excellent reasons: He believes that bikes are meant to be ridden, not just admired in repose; and he would like to sell replicas of the LRG Bike. “If I could get 5 or 6 solid, credible orders,” he says, “I’d be willing to build as many as 10 just like this one. They’d run about \$50,000 apiece, and every owner would get a Dainese jacket with matching graphics. Actually, if I got that many orders, I’d also be willing to do a little engine work if that’s what the buyer wanted.”

Fifty Large is big-time loot for a Hayabusa, stock motor or no. On the other hand, one-quarter of that price can be accounted for just by the see-through wheels. Besides, you could ride this custom, in complete stock-bike-like comfort, to any destination anywhere, and when you arrived, you’d be highly unlikely to meet another motorcycle like this one.

That fact is perfectly...uh, clear. ☒

## LIVIN’ LRG

■ Green lighting theme continues with instruments treated to a graphic re-do by CSC. AnT Systems Rear-View monitor means no ugly mirrors. Generous use of white paint and powdercoat brightens the entire cockpit area. (Below) Green kanji lettering lights up any time the ignition is on.



for the *Cycle World* International Motorcycle Show in Long Beach. No 2008 customer Hayabusas were yet available, so we ended up getting one at the last minute from Suzuki’s press-launch fleet.”

Though the frame remained stock, just about everything attached to it was modified or replaced. CSC bolted up a sturdy Gregg’s Customs single-sided steel-trellis swingarm, mating it with a Race Tech-reworked shock and a gold-anodized Gregg’s caliper that does its Pac-Man act on a Galfer wave rotor. A Beringer/Galfer combination provides powerful stoppage up front, and Anglada had Race Tech do its thing with the fork internals, as well. CNC-machined, gold-anodized adjustable rearsets from Gilles Tooling replace the standard foot controls.

Anglada kept the stock gas tank and front fender, and made only minor mods to the fairing, but he didn’t think the Hayabusa’s signature rear-cowl “hump” would contribute to the light-and-lithe look he wanted; so he ditched the entire tailsection in favor of a sleeker one nicked from a GSX-R1000. “Grafting that thing on there took a lot more time than we imagined,” he says. “We thought it would probably come close to bolting right on, but we ended up spending a whole lot of man-hours making it fit.”

So, too, is the instrument package