

RACE INSP

Story by Jamie Robinson // Photos By Matt Wignall



Built in only 4 weeks and then ridden by an AMA Champ. 2WT presents the Yamaha Boz Bros Bike Show custom R6.

It's not every day that a factory Superbike rider gets excited about a 600cc road bike now is it? But when factory Yamaha rider Eric Bostrom caught a glimpse of Nick Anglada's custom R6 he begged us to let him do the test ride for 2WT and hey, who are we to say no... But of course if we let him, we wanted Eric to really ride

it and I'm pleased to say, he didn't disappoint!

The CSC Custom R6 was icing on the cake to the 2008 Yamaha Boz Bros Custom Bike competition that had been running at the Daytona Sweedway, Laguna Seca and Indianapolis Moto GP events where bike builders from around the country

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showed off their bikes and fans voted for their favourite pro custom bike builder.

One lucky winner would take home a brand new standard R6 awarded by Yamaha US and have just 4 weeks to turn it into a custom R6, which was to be unveiled on the Yamaha stand at the Long Beach International

Motorcycle Show.

The winner was East coast custom bike builder Nick Anglada from CSC who had the job of turning an already cool looking 600 and successful on-track road bike into a custom 600 machine. A tough task in such a tight time frame you might think and what custom style would he go for?

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"I had an idea during the competition that if I won, I'd build a race inspired bike and try to pay homage to the racetracks that we showed at." But he hadn't won so that was as far as Nick's preparations could go as of course he had to win the competition first.

Once all the votes were in from the 3 major biking events had been counted and verified, Nick Anglada came out on top and received the R6 from Yamaha, now Nick could set about building his ultimate street machine.

"I built this bike like I was building it for myself as I have always wanted to build a performance custom machine. The market wasn't really there before but with this competition and with the show being at the races it was perfect timing and I think it's a breath of fresh air for the custom bike world".

The R6 hosts a whole loads of aftermarket parts most noticeably would be the stunning

Carrozzeria wheels, the rear sitting beautifully in a new look Gregg's Customs swingarm that has been specially boxed in to match the R6 design. Beringer Radial callipers and master cylinder and Harris rear sets give the bike a race look and the fantastic special Leo Vince GP Pro exhaust system and paint by Gator customs turns heads and impressed one such

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pro racer so much, that he just had to ride it as looking at it was no longer good enough.

Now as you can imagine 4 times AMA Champion, Eric Bostrom has ridden some amazing motorcycles throughout his highly successful career and the Yamaha R6 is a

motorcycle Eric knows well as he went on to win 6 out of 10 races on one in 2006. Or should we say the R6 was a bike he knew well, that was until he saw the CSC R6 in Long Beach.

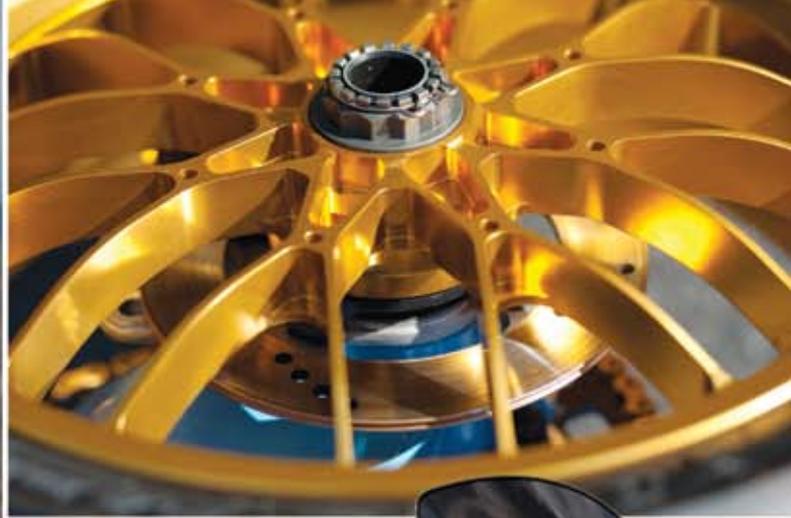
"What can I say, the bike is beautiful and really my style. It's classic looking, captures the nostalgia in the paint and keeps the performance, I love it".

Eric also shares the same feeling as Nick in combining the two worlds of custom and racetrack to get a new look custom motorcycle is something he agrees with, turning a great 600 into a truly impressive custom 600cc race-bred

machine ticks all his boxes.

"The mix of performance and custom is in this bike. The birth of the motorcycle came from a custom bike show but they were held at huge race events and I'm so pleased to see that Nick was able to capture the feeling of

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them both and produce such a bad-ass machine”.

The CSC R6 continues its custom street-race look down to the last nut and bolt with Gregg's turn signals, mirror plates and license mount, Graves Motorsports clip-ons, billet stator and ignition cover and Yamaha GYT-R oil cap, frame sliders, smoked windscreen and passenger seat cowlings leaving the once standard R6, now dripping from head-to-toe in the trickiest looking after market goodies, adding style and class. It stands alone.

Nothing has been left out, even the suspension has been

given tweak and set-up by Racetech who have re-valved the front and rear units to give it an even stiffer ride allowing the bike to be pushed to the limits around corners too. If you dare or skilful enough....

This could be a corner turned in the custom bike scene as CSC have finally made a custom motorcycle that can turn corners as well as heads and it must be good as Mr Nick/Perfectionist says “This is to date my favourite bike”. And that's quite a statement as he's built some awesome bikes. 🌟

ERIC BOSTROM'S RECAP



“I've crashed millions of dollars worth of motorcycles during my motorcycle career but when I was riding the CSC R6 I was thinking to myself, this is one bike I don't want to crash!

I'm so impressed with the look of the R6, my favourite part is the single sided swingarm and rear wheel but in saying that, the other side of the swingarm with all the tubing and welds is just awesome as it has got such a real racer look.

Riding it was everything I wanted it to be and playing around on it for 2WT was almost too good to be true. It corners, stops and goes as good as any R6 I've ridden, this one however just looks more amazing than anyone I've ever ridden!”

Thanks 2WT!!!

