

MAD SCIENCE



NOV 08

064

WWW.2WTMAG.COM

Nuclear physics meets the custom sportbike world, thanks to Custom Sportbike Concepts

Story by Beth Dolgner // Photos by Lee Wallace

Custom Sportbike Concepts has already established itself as a leader in the world of custom sportbikes, and owner Nick Anglada has raised the bar again with this high-tech R1.

Back in January, we introduced you to CSC's 2008 Hayabusa, a rolling commercial for L-R-G that turned heads with its clear wheels. Now, Anglada is bringing something else to sportbikes that has never been seen before: a new titanium finish that makes chrome pieces shine with every color in the spectrum.



NOV 08

WWW.2WTMAG.COM

065

MAD SCIENCE

We're still not sure what to call this look, but the flashy finish on CSC's 2008 Yamaha R1 makes the metallic surfaces appear to change color at every angle. Think of it as the colorful sheen you see on a soap bubble – only a lot brighter, a lot more impressive, and a hell of a lot more expensive.

One of Anglada's customers approached him early in 2008 with a request that he's heard time and again: "I want a sick R1 that's going to turn heads." The customer had a very specific plan in his head, but Anglada was quick to tell him why a titanium finish and a bandanna paint scheme would be better. "He wanted the bike all chrome with an 'Alien vs. Predator' paint scheme, but it's been done. So I basically gave him the rendering and showed him how it was going to look," he says.

After a little bit of sticker shock (the titanium coating alone topped \$9,000), the



customer agreed that the plans for his R1 were guaranteed to draw a crowd, and Anglada got to work.

Anglada came across Tanury Industries, the company that has perfected the process of imbedding titanium into chrome pieces, during last year's SEMA show in Las Vegas. The high-tech equipment is designed and operated by a nuclear physicist, which gives an idea of the complexity of the undertaking.

Since the machinery is ultra-sensitive, it means that all the parts that go through the coating process have to be perfect. Everything is brand new, and parts that weren't chrome to begin with got that treatment prior to the titanium coating, which is called the Aurora finish. Before the process can even begin, each part is prepared in a "clean room," giving the whole thing the feel of one big science experiment.

"They have to be brand-new parts, freshly chromed, due to the fact that if there's just a little bit of dirt or oil or anything in the machine, it shuts down the machine and it shuts down production for two or three days," says Anglada, adding that the machines are worth millions of dollars.

Anglada has worked out an exclusive deal with Tanury Industries, so if you want to give your bike a multi-hued finish, CSC can give you the hook up. And don't think that another company can do a comparable job. "A majority of their business is jewelry, but the titanium (coating) is one of those things they've broken into in the last few years and

R1. The rear brake caliper from Gregg's fits perfectly with the swingarm.

This R1 is meant to be ridden, so the relatively small 240 rear tire was chosen to make sure all of the performance goodies on the bike can be used the way they're meant to be. "As extravagant as the bike looks, it will be a daily rider. We build bikes for people to be

"The high-tech equipment that embeds titanium into chrome pieces is designed by a nuclear physicist, which gives an idea of the complexity of the undertaking."

they're the only ones in the nation that do it," says Anglada.

Of course, there's a lot more to this R1 than just the cool new titanium pieces. The Metalsport Inc. wheels were a must, and Anglada had to create hubs in order to mount them to the R1.

The rear wheel is attached to one of Gregg's Customs single-sided swingarms, and it's the first of Gregg's arms to fit the '08

able to ride them," assures Anglada.

The suspension has gotten an upgrade to Öhlins equipment, utilizing their front forks and TTX rear shock. The front brake calipers are six-piston pieces from Beringer, as are the hand controls and master cylinder. The motor gets a boost from a Power Commander and a slick dual-exit Laser exhaust has been fitted to a Micron header.

The black bandanna paint scheme was



MAD SCIENCE



Anglada's idea because he was bored with the tried-and-true airbrush jobs. He says, "I wanted to do something different, something that wasn't out there. I'm tired of seeing the same skulls and flames, and different pattern paint jobs that are mostly the same thing over and over again. I just started looking at different patterns and I came up with the idea of doing the bandanna pattern on it."

Anglada wanted a clean look, so he shipped the bodywork up to Gator Customs with the bandanna pattern. The Gator crew molded the side covers and air box into the gas tank and swapped the tail piece for one from an '07 GSX-R1000 to make the lines of the R1 flow even more gracefully. The bodywork was then sectioned off before beginning paint, so the end effect is that of




MAD SCIENCE



several panels bearing the bandanna pattern. A custom stingray seat from Kustom Seat Kreations tops off the clean, sophisticated look of the Yamaha.

Sure, it might have a price tag of roughly \$70,000, but with all the performance parts sitting alongside the clear wheels and titanium shine, this bike can still crank out the horsepower. "It's a really nice bling bike that you can still beat the crap out of," Anglada says.

The R1 is unlikely to get the crap beat out of it when there are so many people wanting to get a look at the one-of-a-kind bike. It debuted during the Yamaha Boz Brothers Custom Sportbike Show during the MotoGP race at Laguna Seca in July, and Anglada walked away with top honors in the Pro Builder category. He's taking it to a few more shows, but a certain owner is getting anxious to take his new bike out for a spin. At least he knows that it's going to turn more than a few heads. 

SPECS: 2008 Yamaha YZF-R1

BUILDER:

Nick Anglada, Custom Sportbike Concepts
(www.CSCBikes.com)

CHASSIS: Metalsport Inc. clear wheels, Aurora titanium finish by Tanury Industries exclusively from CSC, Dunlop front and 240 rear tires, Gregg's Customs single-sided swingarm, Öhlins Road and Track forks, Öhlins TTX rear shock, McCoy Motorsports lowering link, Attack Performance superbike top and bottom triple clamps

BODY: GSX-R1000 subframe and tail section conversion by CSC, stingray and leather seat by Kustom Seat Kreations, all chrome by SportChrome, Attack Performance clip-on bars, Aimsports MXL Plug and Play instrument panel, adjustable kickstand from spencercycle.com, Clear Alternatives turn signals and taillight, Gilles rearsets, Zero Gravity windscreen

ENGINE: Custom Laser side-mount exhaust by CSC, Power Commander III

PAINT: Paint and Gator Glass by Gator Customs (www.GatorCustoms.net)

OTHER: Brake Tech Axis superbike front rotors, Beringer six-piston radial mount front calipers, Beringer clutch lever, Beringer brake master cylinder, Ant-Systems Rear view camera system, Harris Gas cap, Tech Mount for Ant System, Scotts Performance steering damper, Gregg's Customs billet sprocket cover, Renthal grips, D.I.D chain, Galfer superbike brake lines