

HOSTILE TAKEOVER

*THE FIRST BADDEST URBAN
BAGGER IN STURGIS*

Story by: **Dave Withrow**

Photos by: **Tony Frey**



URBAN BAGGER



HOSTILE TAKEOVER



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HOSTILE

There is only one first, and Coby Klein's Hostile Takeover Bagger is the winner of the first Baddest Urban Bagger in Sturgis. In two short years, the Baddest Bagger in Sturgis has become the most prestigious Bagger show in the country. For Coby to win this award in his first showing is a remarkable accomplishment. Coby's company, Speed By Design, might not be a household name in the Bagger world, but he has plenty of credibility in other areas. Coby made his name building some of the nicest offshore powerboats in the business. That is where Coby learned how to work and shape fiberglass. At first, the world of offshore powerboats might seem like a stretch, but in their high-speed world, one

mistake can equal death. Coby has also built award-winning street rods, muscle cars and sand rails; he is the real deal. Coby's goal with Hostile Takeover was to build the longest, lowest, sleekest, and perhaps the most advanced Bagger around. Although all of the parts were hand-built, one-offs that took thousands of hours to create, Coby is taking what he's learned and making kits that the average Bagger owner can purchase for their own bike. SBD builds six over-the-top Baggers per year. They want to make sure that when you pull up to your local bike night that you are on a true one-off custom.

Coby chose a stock 2010 Road Glide for his build platform. For maximum reliability, the stock drivetrain was



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retained. A Performance Machine air cleaner, Vance & Hines Fuelpak and 2-into-1 exhaust maximize the stock motor's performance. A Tech Cycle Cyclone open primary adds some flash and additional reliability to the drivetrain.

The Road Glide frame was stretched two inches and an additional six degrees of rake was added to the neck. The inverted front end is from American Suspension. It's their B-17 Vampire King model and features an extra six degrees of rake in the trees. Rear suspension has been upgraded with Arnott Aldan air suspension. A Paul Yaffe 26" wheel rides on the front with a matching 13" rotor and a Performance Machine six-piston caliper. A solid 18" Yaffe wheel rides on the back with a 200mm tire.

The handlebars were custom built by SBD and feature Performance Machine grips and hand controls. The fairing and windshield are both from SBD and the stock Road Glide headlight was reused. The Russ Wernimont Designs' gas tank features a custom flush-mount gas cap, custom bottom-mount fuel pump and SBD custom tank extensions. The custom seat was made by Travis Walker of Double Cross Jewelry. Front and rear fenders and stretched

bags are from SBD. The bags are flangeless with internal weather seals and the lids are electric powered. The bags have substantially more room than stock bags because they are wider, deeper and have additional storage space where the side covers normally are. The kickstand has been replaced by an electric-controlled, billet center stand. The windshield is also electric powered so it can be adjusted on the fly. The fairing has a storage area for all of those little things you don't want to lose. This one comes with a pistol storage option. All of the wires and plumbing were routed internally to keep a clean, custom look. SBD supplied a total of 50 custom parts to the build that are all going to be available for stock Bagger installations. There is no chrome on the bike, it's all polished billet finishing that's clear-ceramic coated. Award-winning painter, Chris Guinn, applied the silver-to-charcoal-fade paint job. Dennis Rickless handled the two-tone orange pinstriping.

Coby and his Speed By Design-built Bagger have raised the bar extremely high for next year's Baddest Bagger in Sturgis. If you like what you see, check out SBD's website at www.speedbydesign.net. **UB**



BACKGROUND INFO.

Owner: Speed by Design
 Bike's Name: Hostile Takeover
 Brand Name: Harley-Davidson®
 Model: Road Glide
 Year: 2010
 Fabrication: Speed By Design (SBD)
 Assembly: SBD
 Build Time: 3 Months
 Paint/Graphics: Chris Guinn/Dennis Rickless
 Color/Graphics Description: Silver to Charcoal Fades/Two-Tone Orange Pinstriping

MOTOR SPECS

Year: 2010
 Manufacturer: Harley-Davidson
 Model: Twin Cam
 Displacement: 96 cu. in.
 Air Cleaner: Performance Machine FASTair
 EFI/Fuel Management: Vance & Hines Fuelpak

TRANSMISSION

Year: 2010
 Manufacturer: Harley-Davidson
 Shifting: 6-Speed
 Primary Drive: Tech Cycle

FRAME

Year: 2010
 Manufacturer: Harley-Davidson
 Model: FLTR
 Suspension Type: Arnott Aldan Air
 Stretch: 2"
 Neck Rake: +6°

FORK

Year: 2011
 Manufacturer: American Suspension
 Model: B-17 Vampire King
 Style/Type: Inverted
 Triple Clamp Rake: 6°

WHEELS & BRAKES

Front/Size: 26"
 Wheel: Paul Yaffe
 Tire Size: 120/50-26
 Brake Caliper: PM 6-Piston
 Brake Rotor: Yaffe 13"

Rear/Size: 18"
 Wheel: Paul Yaffe Solid
 Tire Size: 200/50-18
 Brake Caliper/Rotor: H-D

ACCESSORIES

Handlebars/Fairing/Windshield/Fenders: SBD
 Grips/Hand Controls: PM
 Headlight: H-D
 Taillight: Lazer Star
 License Plate Mount: Klock Werks
 Seat: Travis Walker
 Gas Tank: RWD
 Gauges: Racepak Data Systems
 Footboards/Foot Controls: PM
 Sound System: Alpine/Arc Audio
 Special Features: Billet Electric Center Stand

