

# TAMMAGE- TEAM TWOSEON

WORDS & PICS: HOOLIGAN UNDERGROUND



I'm a motorsports photojournalist. However, that's actually that is a phrase I coined for my income tax lady to describe my line of work so as to maximize my tax deductions. This, for you lot across the pond, means I barely earn enough to pay rent and basic expenses, and so the more 'deductions' I can claim, then the less tax I pay! Gee, wasn't that part of the reason we founded this country way back when? To get away from taxation without representation? Bah



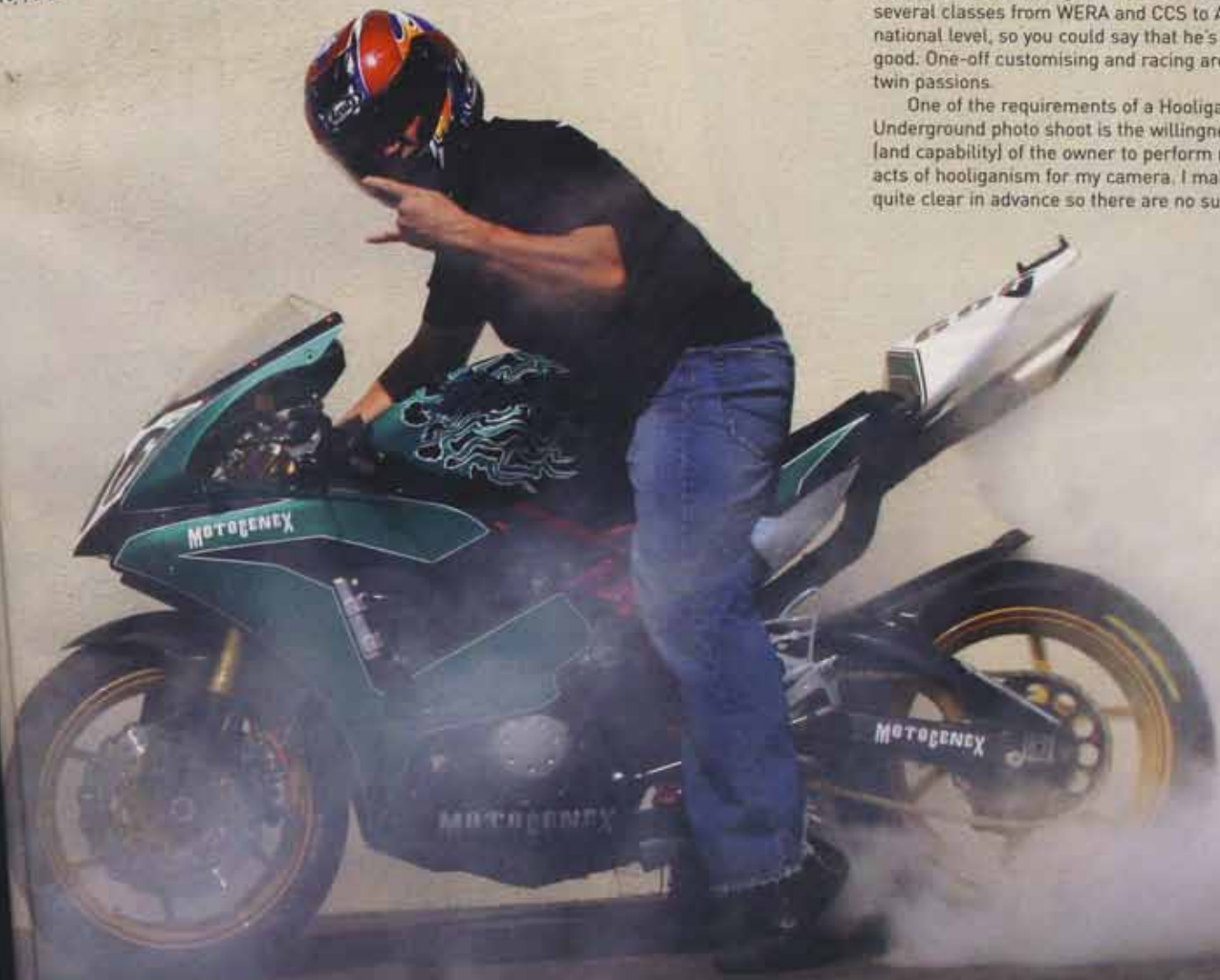
# MING E

➤ What does all that have to do with this article you ask? Well I'm glad you asked - you see, one of two things usually precede a Hooligan Underground published article. Either 1 - I attend a major stunt / race event here in the states and submit to Mr Manning for his perusal, or 2 - Mr Manning sends me leads for possible stories, as was the case with this story. The lead was "Oi, 'Ooligan, there's a bloke with a pair of bikes out in Cali we'd like to run a story on... can you cover it?" Excuse me, Mr. Manning, sir, but just where in Cali is this bloke located? The assumption by all of you across the pond is that Cali is a small wee bit of a state that is only 45 minutes travel from one end to the other. "Oh he's up in Rohnert Park near San Francisco" - well I'm in Los Angeles and its

approximately 750 kilometers (or 470 miles, eh Hoolie?... MDM) from here to there. However, as I am the West Coast roving reporter, I guess I'd better get ready to start roving! So as it turns out I make the trip, I meet the bloke with the bikes, I get the pics and here's your story.

MotoGeneX (MGX) was started back in 2005 by Dave Mones and Greg Baeder. Dave has fifteen years experience as a motorcycle technician and now is also doing fabrication and welding. He has also raced in several classes from WERA and CCS to AMA at national level, so you could say that he's a bit good. One-off customising and racing are Dave's twin passions.

One of the requirements of a Hooligan Underground photo shoot is the willingness (and capability) of the owner to perform random acts of hooliganism for my camera. I make this quite clear in advance so there are no surprises.



# SPEC

## BIKE #1:

(THE ORANGE ONE)

**ORIGINAL MAKE & MODEL:** 1990 Yamaha FZR1000.

**ENGINE:** 1990 Yamaha 1000, one-off undertail exhaust with muffler.

**POWER OUTPUT:** 158bhp.

**FRAME:** 1990 Yamaha FZR stock, one-off rearsets, custom subframe.

**FRONT END:** GSX-R1000 with aftermarket internals.

**REAR END:** Honda El Pro Arm single-sided swingarm, Öhlins shock, one-off rear brake bracket, one-off Ducati-style eccentric adjuster, Ducati caliper.

**BODYWORK:** GSX-R1000 bodywork, custom fairing stays, carbon-kevlar undertail.

**PAINT:** Chris "Fire" Collins.

**ENGINEERING:** MotoGeneX.

**ELECTRICS:** Standard.

**BIKE'S NICKNAME:** "The Beast".

**THANKS TO:** "Chris "Fire" Collins; Greg Baeder."

**PRICE, IF WILLING TO SELL?** Not yet...

## BIKE #2:

(THE GREEN ONE)

**ORIGINAL MAKE & MODEL:** 2006

Kawasaki EX650R.

**ENGINE:** 2006 Kawasaki 649cc fuel injected parallel twin, one-off through-the-swingarm exhaust system with Ducati shortened muffler & one-off baffle.

**POWER OUTPUT:** 70bhp.

**FRAME:** Stock, one-off rear sets & mount brackets, custom aluminum subframe, relocated battery tray.

**FRONT END:** GSXR1000 - aftermarket internals, Brembo radial master cylinder.

**REAR END:** One-off Yamaha R6 swingarm, Penske shock, one-off rear brake bracket, Ducati rear caliper.

**BODYWORK:** RC211V MotoGP bodywork.

**PAINT:** Chris "Fire" Collins.

**ENGINEERING:** MotoGeneX.

**ELECTRICS:** Stock.

**BIKE'S NICKNAME:** "Izzy" (Isabella)

**THANKS TO:** "Chris "Fire" Collins; Greg Baeder."

**PRICE, IF WILLING TO SELL?** Two big duffelbags of unmarked unsequential bills delivered by a large breasted blond.

For more information visit: [www.MotoGeneX.com](http://www.MotoGeneX.com)



**“Oi, Ooligan, there’s a bloke with a pair of bikes out in Cali we’d like to run a story on... can you cover it?”**

when I arrive. Dave was more than willing to perform double burnouts (wheel-to-wheel, and thus raising the irk of the neighbours in the industrial park they reside in!) and then wander out in the roadway for some wheelies - a top bloke that Dave is.

Greg is the machinist and fabricator with over ten years experience of turning lathes and working on CNC mills. He is also skilled with exotic materials, such as carbon fibre, Kevlar and titanium. MotoGeneX was started because there was no truly custom sports bike fabrication shop in Northern California with an emphasis on real world performance.

*"Looking good is only part of the picture, the dog's gotta have some bite," Dave says.*

So, to give the dog a bone, so to speak, they can carry out a bewildering array of services including custom frame fabrication, one-off custom machining, swingarm and front end swaps, performance engine building, carbon fibre and Kevlar fabrication and race bike preparation. The possibilities are only limited by your imagination and your bankroll!

MGX has plans to produce carbon fibre bodywork, rearsets and other custom-machined goodies and in five years, MGX hopes to be the premier sports bike fabrication shop in the USA, producing unique and innovative designs. *"If a customer can dream it, we can build it," Dave says.*