



MEAN MACHINES

Custom Motorcycles



www.meanmachines.com.au

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Custom Motorcycles

A custom motorcycle is a motorcycle with stylistic and/or structural changes to the 'standard' mass-produced machine offered by major manufacturers. Custom motorcycles might be unique, or built in very limited quantities. The first individualized motorcycles specifically labeled 'Custom' appeared in the late 1950s, around the same time as the term was applied to custom cars.

What is a Café Racer?

The term “café racer” developed among British motorcycle enthusiasts of the early 1960s, specifically the Rocker (or ton-up boys) subculture.



Café Racer

The term describes a style of motorcycle for quick rides from one "transport café" or coffee bar to another.



The café racer is a light and lightly powered motorcycle that has been modified for speed and handling rather than comfort. The bodywork and control layout of a café racer typically mimicked the style of a contemporary Grand Prix roadracer, featuring an elongated fuel tank, often with dents to allow the rider's knees to grip the tank, low slung racing handlebars, and a single-person, elongated, humped seat.



They're back with a bang, and the mainstream media has noticed. Even the Financial Times has picked up on the resurgence, reporting on The Comeback of the Cafe Racer and most of the biggest-selling motorcycle magazines have added 'new wave' customs into the monthly editorial mix. (See <http://howtospendit.ft.com/bikes/36953-the-comeback-of-the-cafe-racer>)



Wenley Andrews | Machine Creator

It all began in 1968 from the enchanting, uplifting island of Mauritius. Wenley's father Lindsay was 16 when he purchased his first motorbike – a Laverda 150cc. He was a bit of a rocker in his day.

After Lindsay customised and raced this machine, he went on to numerous other bikes from the RD250, to the famous CB750, turning them into incredible cafes and choppers. Since the age of 5, Wenley began tinkering around with custom cars, motorcycles and wrenching in his dad's garage.

This is where his passion for cafe racers and customs came from.

At the time, Lindsay purchased a blue CB750. Little did he know that his 5 year old son would start taking it apart. While doing so, he tripped and smacked his face on a wheel spoke that blessed him with a third dimple on his face. With the headlight thrown to the other side of the workshop and a massive gash in the side of his cheek, his mother came to the conclusion "no more bikes". With a silly smile on Lindsay's face and his mother pleading for Wenley not to pursue this crazy



addiction of custom motorcycles, the dark side eventually took over.

Throughout his whole life, he had always been around bikes and cars. His custom turbo installations and fiberglass work earned him the “Mr Innovation” award at an annual Auto Salon and he has accepted various other awards for his work. Moving to motorcycles was an easy transition and soon became Wenley’s passion. It seems it was bound to happen even without his mother’s permission.



“It’s in my blood”

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"The Big Chill"



T100 Bonneville

- One off rim on the rear to accommodate the 180 size tires
- Custom uprated shocks, short brake/clutch levers
- Custom cnc top bridge
- One inch clipons
- Custom foot pegs
- Baby blue paint
- Custom fiberglass front fender
- Bates head light
- Posh blinkers
- Mini speedo
- One off fibreglass seat
- One off exhaust system
- Custom battery
- Whole bike rewiring
- Air breather/filter dyno tuned and calibrated
- We even changed the choke lever!



“...one of the most thorough builds we have witnessed in
the Sydney scene”

– *Sydneycaferacers.com* (19.01.2012)





International recognition

BikeEXIF (<http://www.bikeexif.com>) based in New Zealand is one of the most authoritative custom motorcycle electronic magazines globally

Each year BikeEXIF picks out the motorcycles that were the biggest hits of the year on BikeEXIF. In 2013 Mean Machines' "Mad Max" was ranked in the top 10 of custom motorcycles reviewed by BikeEXIF.

"Mad Max"





Here is what BikeEXIF said about Mad Max

“Some motorcycles are just brimming with purpose, like this Triumph Bonneville on steroids. It looks like it’s poised to shred rubber, even when it’s standing still”.



“It’s the work of Mean Machines, an Australian shop very familiar to local owners of Bonneville and Thruxtons. Builder Wenley Andrews has been modifying Triumph ‘modern classics’ for many years now, and is the kind of guy who can rewire a bike with his eyes closed.

A big part of this bike’s attitude comes from the tires—a 130 up front, and a 200 out back. “Making that fit was no easy task,” Wenley reports. “We also changed the gear ratio slightly, with custom sprockets both front and back, so the engine can spin the 200 tire.” The swing arm has been extended three inches and widened to accommodate the new rubber, which is now shielded by a custom hugger”.





- Rims front 3.5 x17
- Rims rear 6 x17
- Gold DID chain
- Vortex black 43 teeth rear sprocket
- Vortex black 19 teeth front sprocket
- Custom sprocket cover
- Swing arm extended 3"
- Custom monoshock with 1000lbs custom spring
- Custom one off seat
- Shorten rear frame with custom rear hoop
- 8 cell Ballistic battery
- Re-wire whole bike
- Custom CNC oil cap
- 55mm pod filters
- Custom one-off exhaust ceramic coated
- Custom CNC carb caps
- Tank has been raised 1" off the main frame
- Custom candy red paint with white accent.
- Rethnal fat bars
- Gsrx controls
- CNC levers
- Custom brake reservoirs front and back
- Custom triple
- Custom USD forks
- 5.5 bates headlight
- Custom rimoza mirrors
- Kozo speedo
- Custom front fender



“Mad Max”





On March 24, 2014 “Mad Max” was ranked in the top 5 of Triumph Bonneville Customs by BikeEXIF

“Mean Machines ‘Mad Max’ Australian builder Wenley Andrews said that his aim with this 2008-model Bonnie was to “build a monster truck tracker.” I’d say he succeeded. ‘Mad Max,’ as Wenley’s dubbed it, owes most of its prowess to its huge tires—130-section at the front, and 200 at the rear. Accommodating those are upside down forks from a Suzuki GSX-R, mounted in custom triple trees, and a widened and extended swing-arm with a mono-shock conversion.

The sub-frame’s been shortened to match the perforated leather seat, and the tank raised slightly at the rear to further alter the bike’s stance. There’s a host of other mods, including the expertly crafted 2-into-1-into-2 exhaust system, and the engine’s received pod filters, a re-jet and a dyno tune.

An especially nice touch is the custom-made, oversized inspection window on the clutch cover. Finishing everything off is a striking candy red color scheme with white accents”.

– *bikexif.com*





“Buster”



2013 Triumph Thruxton

“Ironically, Wenley Andrews from Mean Machines is one the nicest blokes you could come across. But give him a wrench and a Triumph and he turns meaner than a junkyard dog on a particularly bad day. This Dr Jekyll and Mr Hyde split personality is probably why he keeps building these bikes; they just seem to have the right dosage of toughness, style and simplicity. The latest bike to roll out of the Mean Machines ward is this beastly 2013 Triumph Thruxton – not bad for someone with an identity disorder”. – Pipeburn.com

**Pipeburn.com is one of the web's most popular custom bike sites in excess of 100,000 Facebook followers.*



“Drop dead gorgeous”



“Absolutely amazing machine”



“Favourite modern Triumph of all time.”

- *Pipeburn.com*



- Custom matte grey paint with gloss black GT stripes along with gold accents
- Custom stainless muffler
- Joker key relocation bracket
- Ballistic battery
- Custom one off café racer style fiberglass seat (Buster Seat)



- Custom CNC top tree
- Custom speedo housing
- LCF carb caps and oil filler cap
- Rear rim - 17 x 5.5 powder coated matte black
- Front rim - 18 x 3 powder coated matte black
- 1" clip ons
- Ohlins shocks front and back
- Custom fork covers supporting 6 inch head light



- Custom black suede diamond stitched seat
- Custom race oil reservoir and modified rear sets
- Rewire whole bike
- Custom under tray and shortening of frame
- Custom 180 degree race pod filters
- Custom breather filter
- JG custom sprocket cover
- Rimoza custom fit mirrors

- Custom fork covers supporting 6 inch head light
- Rectifier/horn relocation
- Custom turn signal relocation brackets with bullet turn signal



**Specially made for the York Motorcycle
Festival - April 2013**

“Moose”



Triumph Bonneville



- Rim front 2.5 x 19
- Rim rear 5.5 x 17
- Bates 5.5 head light
- Custom matte blue one off paint
- Custom mirrors
- Custom brackets throughout the bike
- Custom cafe racer fibreglass seat
- Custom front fender
- LSL rear set custom fitment
- SM strator covers and modified SM sprocket cover





- Fork guitars
- Custom top tree
- Clip-ons with custom fork covers
- DID gold chain
- Custom one off exhaust
- Suede leather diamond seat





MEAN MACHINES *Custom Motorcycles*



In mid-2013 Neville Friedman owned a 1979 Bonneville TD140 with 9,000 miles in stock condition and a new Moto Guzzi V7 Racer. A friend sent a link to BikeEXIF (and “Mad Max”) to Neville who immediately fell in love with Wenley’s creation and he purchased “Mad Max” from Wenley site unseen.

He flew to Sydney to inspect the purchase and the boys got on so well, Neville was able to persuade Wenley to migrate to Perth in order to develop the business of Mean Machines Custom Motorcycles.

They intend Mean Machines Custom Motorcycles to become the foremost Custom Motorcycle business in the world.

Mean Machines specialises in the production of unique, high quality custom motorcycles drawing on Wenley’s extraordinary, award-winning design skills.

But Mean Machines is so much more. Shortly Mean Machines will include not only the most exciting custom motorcycles but also provide fine meals, a superb range of clothing and accessories and a family-friendly environment in which there will be something for every member of the family!



What does it cost and how long does it take?

Whilst specialising in the Café Racer style of customisation (remember the ACE Café in north London during the 60's and 70's) Mean Machines will customise any good quality donor motorcycle to the highest specification and quality and standard.

The cost of a new Custom Motorcycle will invariably be more than the cost of a new motorcycle purchased from a commercial dealership. This is because significant design, skill and exotic parts are added to the base motorcycle in order to create a distinctive customised machine and it is usually the case that custom motorcycles are unique.

Even if some of them look basically alike, such as a Café Racer, Bobber or a Tracker, personal likes and budgetary constraints will govern the qualities of each custom motorcycle and hence the final price.



Our customers often already own an existing motorcycle but wish to customise it, either to their personal specifications or leave it to us to work within their budget to produce a surprise for them.

Here again the final cost of a Mean Machine will depend upon what the customer desires.

The first step is to contact one of our friendly team to have a chat about making your dream machine a “Mean Machine”.

Whilst we will endeavour to have some custom motorcycles available for immediate purchase, it is important to remember that each motorcycle is exclusively designed and created for its new owner and this process may take weeks or sometimes months. Design issues may change and develop during the construction phase and special/unique parts may need to be sourced or specially made for a particular project.



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