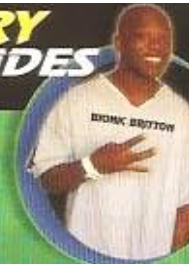


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# Moto-Therapy



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# Jai Infanzon ushers in the American streetfighter scene with a Hayabusa that's full of angst

Story by Beth Delgner // Photos by Scott Odell

There is something undeniably therapeutic about going fast on a motorcycle, and something even more Zen about building one. Just ask Jai Infanzon, a retired psychiatrist and former racer who is leading the way in the American streetfighter scene.

Infanzon's Moto-Boutique got its start in the U.K., where he indulged in his passion for the V-Max by building one show-stopper V-Max fighter after another. After he moved his headquarters to Florida, though, Infanzon decided to try his hand at a Hayabusa. After all, it's the most popular custom sportbike in the U.S., and he wanted to show the American crowd that his style could stand out, even in a sea of other custom Hayabusas.

The 2005 Hayabusa Infanzon built, dubbed "The Red Baron," didn't just stand out – it made people scratch their heads in wonder. "Everywhere I go, they hardly recognize it as a Hayabusa, so people will ask me if it's a new bike, or a new company, and I say, 'No, it's just a Hayabusa that's been built as a streetfighter,'" says Infanzon.

The Red Baron has been taking top honors at the shows Infanzon attends, although few people realize how much time and effort went into the build. Many streetfighter parts come from Europe, but when Infanzon undertook his project, he seemed to be the only person working with a Hayabusa chassis. As a result, many of the parts had to be specially designed and built for the Hayabusa.

"Ninety percent of the bike is from parts out of Europe," explains Infanzon. "I'm not an engineer or anything like that. I just make the drawings and then send them to people that I know in Europe, and they engineer the parts."

Producing each custom part can take up to six months because of Europe's strict safety standards. Each piece has to go through the government's TUV approval, the process of ensuring that road-going parts are going to do their job properly.

In the future, Infanzon plans to manufacture more of his parts in the U.S. The process will be much quicker, and he'll be able to save money since the exchange rate isn't in our favor. To make sure his fighters all have a unique look, Infanzon never produces an abundance of any one part. "Once I build three or four parts for a bike, I discontinue it, I break the mold. No streetfighters are alike," he says.

For The Red Baron, custom parts include the subframe, triple clamps and Moto-Boutique's billet transparent engine cases. The bodywork is sparse, like any good streetfighter, but even those

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*The Red Baron was Infanzon's first Hayabusa, but he's already working on another one, utilizing a Spondon frame.*

## SPECS: 2005 Suzuki Hayabusa

### BUILDER:

Jai Infanzon, Moto-Boutique/Streetfightershop USA ([www.motoboutique.homestead.com](http://www.motoboutique.homestead.com))

**CHASSIS:** Moto-Boutique one-off subframe, ABM adjustable rearsets, billet crash protector, Moto-Boutique billet one-off triple trees, polished forks, Otec bar ends, Cyko Racing "Cyborg" billet wheels, Metzeler tires, JMC braced and extended swingarm, stock shock polished and powdercoated blue, adjustable lowering links

**BODY:** Streetfightershop USA body parts: short front fender, frame covers, radiator covers, engine spoiler, dual seat tail section. Streetfightershop USA spike bolt kit, one-off driver and pillion custom seats, double billet headlight, LED tail lights, LED signal lights

**ENGINE:** Blueprinted Hayabusa engine painted gloss black, Motion Pro billet open stacks, Moto-Boutique billet clear engine cover kit (stator, clutch, gear and starter covers), SAMCO silicone radiator hose kit, polished Boz Brothers Moira exhaust system

**PAINT:** "Tribal" by Fern at Inferno Airbrush

**OTHER:** Streetfighter handlebars and instrument bracket, polished Harrison billet 6-pot front brake calipers, Nissin master cylinders with Streetfightershop USA billet reservoir, Galfer chrome rotors, polished rear caliper, polished underslung bracket and ASTRUM rear rotor, polished rear master cylinder and reservoir, ACEWELL Digital Speedometer chrome gauges

parts had to be molded to look just right. The short front fender, frame covers, radiator covers, engine spoiler, and dual seat tail section are all shop specialties, and all custom-painted by Fern at Inferno Airbrush. The custom double billet headlights up front complete the streetfighter look.

The braced JMC swingarm has been extended by six inches, and it is engraved with the word "Hayabusa" along with the Busa Kanji symbol.

On a streetfighter, the look of the engine is every bit as important as the look of the rest of the motorcycle. In addition to the clear case covers, the blueprinted Hayabusa motor got a gloss black coating of paint, Motion Pro billet open stacks, and a bright red silicone radiator hose kit. It all combines to give the heart of the Hayabusa a slick industrial look.

The Red Baron was Infanzon's first Hayabusa, but he's already working on another one, utilizing a Spondon frame. He wants to stay on the cutting edge of the streetfighter scene in the U.S.,

because, says, "I think it's going to come and it's going to come very strong. It's just starting right now."

Now that Infanzon has firmly established his business in the United States, Moto-Boutique will take on a new name. Beginning in 2009, the business will be called Streetfightershop USA. Change is nothing new to Infanzon. The first-generation Puerto Rican launched his roadracing career in Europe, opened his first shop in the U.K., and is now a moving force in the American streetfighter scene. It's a pretty long list for a humble retired psychologist, but for Infanzon, building bikes for a living is just the therapy he needs. **2**