

Saved from the Crusher

Ian Taylor

Eastern Shield

It's 2012 and 2 calls came in telling me of a Kawasaki that's been unearthed in the North East end of Belleville.

It would seem the family had moved some old Cars revealing this yellow beast leaning against a wall. My buddy gave me the person's phone number in charge of clearing the vehicles from the site.

Wednesday at noon I met them as arranged. There it was what a sad state it was in. My first thought was to buy the bike and part it out to help those in need of parts for their restoration.

A price was agreed upon and the bike loaded into the truck.

A family member told me that some old sports cars had been taken away to the crusher that week as well as a number of older motorcycles and this one .the last one, if I didn't show was going into the big Blue Container destined for the Crusher.

I had bought a 1970 Kawasaki A7ss 350 twin, a bike most wanted, including yours truly when I was a young man. My first bike was a 1971 Kawasaki A1B 250 Samurai but O to have an Avenger 350. Now I have one.

I put air in the rotted tires and had a good look at what I just bought and yes my state of mind was questioned by Sandra. As it turn out the bike was all original, the idea of parting out left my head and restoration entered.

I had just turned my back to the bike when a LOUD Bang occurred, scaring the crap out of me. Turns out the tubes were also rotten and just let go. Note to myself. New tubes needed.

Gord Barr in Guelph supplied the one year only gas tank; Larry in Roslin removed the dings and straightened the crumpled front fender then polished the stainless steel fenders to a mirror finish. Larry also managed to save the headlight ears too

Andre from Reproduction decals or better know these days as Diablo cycle in London supplied seals, Decals, seat cover, rims, stainless spokes, brakes .040 Kawasaki Piston & rings came from E Bay for CHEAP!

Crank was re built by NH Cycle .Barry O Connor painted the side covers & matched the Yellow from the original gas tank.

Carbs rebuilt using genuine Mic parts; a NOS CDI A box from E Bay set me back a whopping \$60. \$60 is pretty cheap actually considering they go for \$300 & up.

New baffles and tips also came from E Bay for a reasonable price.

Gary's Custom Chrome in Ottawa did the chrome work.

In 2015 the A7ss made its début at the CVMG Paris Rally.

The bike makes a wicked sound from the stock exhaust one can only fall in love with.

It pulls hard and launches the front wheel with ease.

So how does it compare to the Kawasaki 350 triple? To me, it's faster, period!

Shortly after purchasing the A7ss a 1971 Kawasaki A1ss came my way. Although not the A1B I had but still basically the same bike. I now have the 250 I rode for my first bike and the 350 I wanted but couldn't afford.

Then there was the 71 Kawasaki H1A..., now that is another story.

