

# The Good Times Roll Again!

Our project Z1A is up and running at last. Rebuilder Rod downs the spanners and picks up his crash helmet to try out the finished bike.

First of all, a confession. While some of our more dedicated readers have been following our Z1 rebuild series with baited breath to see how it all turns out, I've actually been riding the finished bike around all summer. And before I get deluged with cries of 'fakery' let me explain. The vagaries of publishing schedules meant that the series in the magazine has been lagging behind actual work on the bike, which was completed just in time to go on show at Donington in February 2007 – just exactly a year after I bought it as a wreck at the same venue. But like all rebuilds it's taken a few miles and bit of tinkering to get everything set up and working just right – more of which later. But first let's deal with the one major task I couldn't handle with a spanner – getting the bike registered for UK use.

The project bike came without any UK registration papers, though it did have a bill of sale, a certificate to show import taxes and VAT had been paid, and the original Utah registration document. With the finished bike up and running I needed to apply for an age-related plate. Jerry Humpage at

the Z1 Owners Club kindly supplied me with a dating certificate, confirming the model and year of the bike based on the frame and engine numbers. I then needed an MOT certificate and insurance before presenting the bike at my local DVLA office for inspection. For the MOT I loaded the bike into the back of the company Transit and vanned it down to the local dealers, who happily issued a pass certificate on the frame number. Thinking I had all the time in the world I then casually insured the bike on the frame number, and popped down to the DVLA office with the paperwork to see what to do next. Although they insisted on the phone that they wouldn't need to inspect the bike, when I turned up in person they decided that they did. I made an appointment for the following Wednesday, the first slot they had available.

On the appointed day I vanned the bike over to the DVLA office with the paperwork, and hung around whilst the DVLA man inspected the bike in the back of the van with his DVLA maglite, presumably to confirm that it did in fact exist. He then made to

move off, taking my papers with him and mumbling something about issuing a tax disc and reg number in the post. Making a rapid interception, I blocked his exit and asked, then begged, that he issue a reg number on the spot as I was unable to keep a lid on my enthusiasm any longer, and was in danger of pushing the starter button while the sun was shining. Reluctantly he agreed, and disappeared into the DVLA office to emerge fifteen minutes later, rapidly thrusting the paperwork with a new tax disc into my quivering hand before vanishing as quickly as he'd appeared. I stood blinking in the sunshine, looking at the registration number on my new tax disc. FVL146M, you are mine! All I needed now was a registration plate making up at the local garage, and we were on the road!



**CABLES AND BRAKE HOSES:**

**Venhill Engineering; 01306 851111**

Top quality cables and stainless hoses were all made to pattern from the originals. Venhill can duplicate deleted cables and make them up with silver/grey or coloured outers if you need them.

**FRAME ALIGNMENT:**

**Seastar Superbikes; 01508 471919**

A Motollner jig and the skills of Seastar's Nick Meredith made short work of straightening the bent frame, and was the turning point of the restoration.

**PAINTWORK:**

**Altamura; 01276 61650**

The bashed and battered fuel tank on this bike was a real challenge to any painter. The new finish is nothing short of amazing.

**FORK STANCHION REFINISHING:**

**AM Phillpott; 01582 571234**

For our money the reconditioned stanchions are actually better than Kawasaki's originals, hardly surprising when you see how much care goes into the process.

**CHROMING:**

**Quality Chrome; 01482 589838**

Chroming is always an expensive and time-consuming process. Karl Russell and his team have done a first class job, including the tricky rear wheel rim.

**POWDER COATING:**

**Triple S; 01274 562474**

Andy Rushworth at Triple S has been powder coating nothing but bike parts for over 15 years, and knows how to produce a top quality high-gloss finish.

**REPRODUCTION GRAPHICS:**

**www.reproductiondecals.com**

Andre Okazaki at Reproduction Decals is a restorer himself – several of his bikes have graced our Show Us Yours section. Quality products from a genuine enthusiast.

**CHARGING CIRCUIT COMPONENTS:**

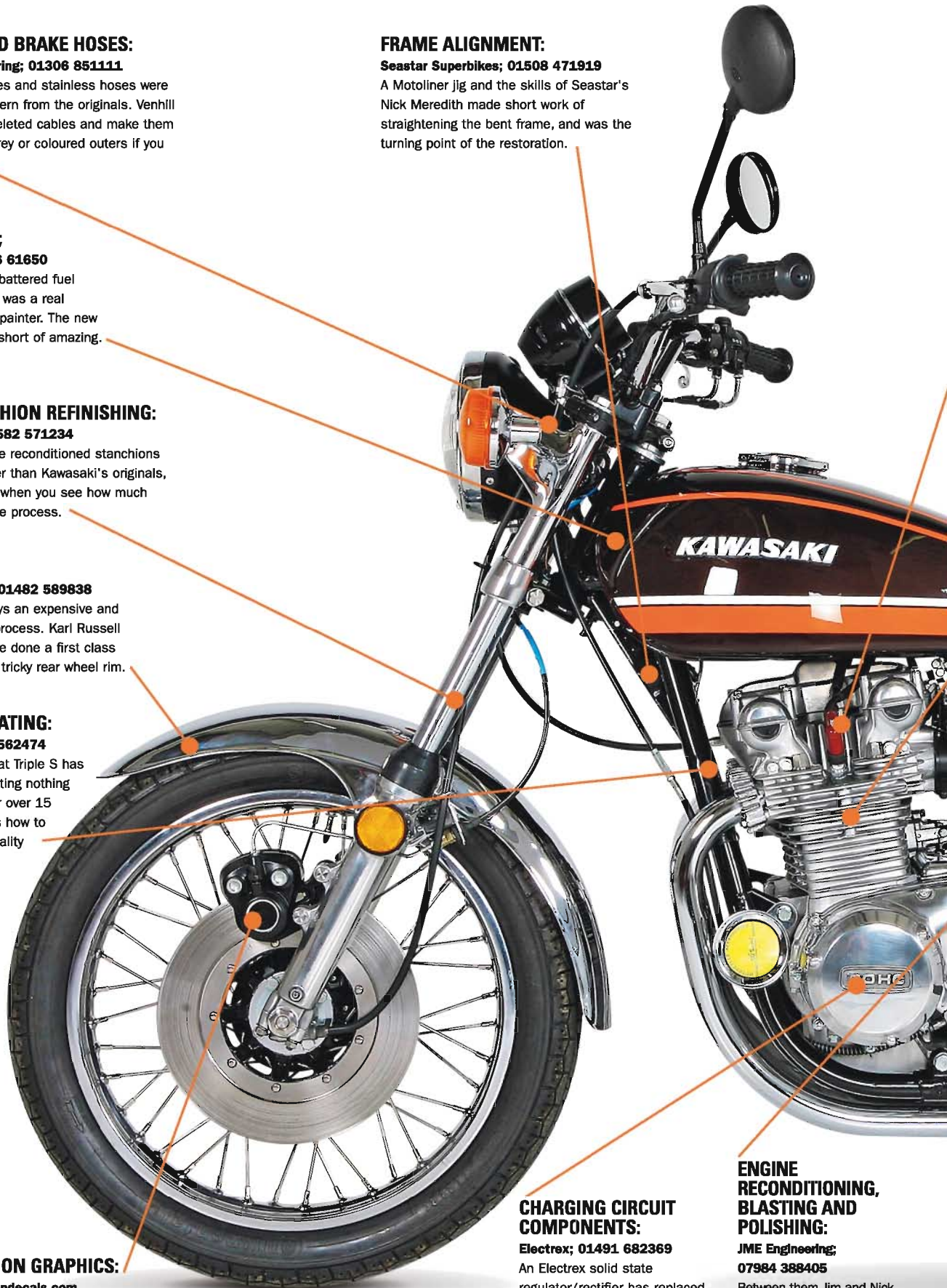
**Electrex; 01491 682369**

An Electrex solid state regulator/rectifier has replaced the original twin units, and brings the charging system up to modern standards of performance and reliability.

**ENGINE RECONDITIONING, BLASTING AND POLISHING:**

**JME Engineering; 07984 388405**

Between them Jim and Nick at JME fitted the new valve guides and liners, did the alloy welding and all the vapour blasting and polishing.



## DYNA S ELECTRONIC IGNITION:

**Z1 Enterprises;**  
[www.z1enterprises.com](http://www.z1enterprises.com)

The Dyna S kit has transformed cold starting, was a doddle to fit, and came with free expert advice from Jeff at Z1 Enterprises.

## REPLACEMENT CYLINDER LINERS:

**Westwood Liners; 01299 878727**

Fitting new liners worked out a wee bit cheaper than a conventional rebore, plus the original pistons are still in use and the rebuilt engine's on standard bore sizes.

## WHEEL REBUILDING:

**Griffs Reality Motorworks; 0117 9042339**

Nick Anderson at Griffs is a mine of information and help, and can handle any aspect of restoration work including stainless spokes and wheel re-lacing.

## SHOCK ABSORBERS:

**Hagon; 0208 502 6222**

Made to modern standards but with retro looks, these shockers have stainless bodies and shrouds. Add reflectors for catalogue originality.

## CARBURETTOR SERVICE PARTS:

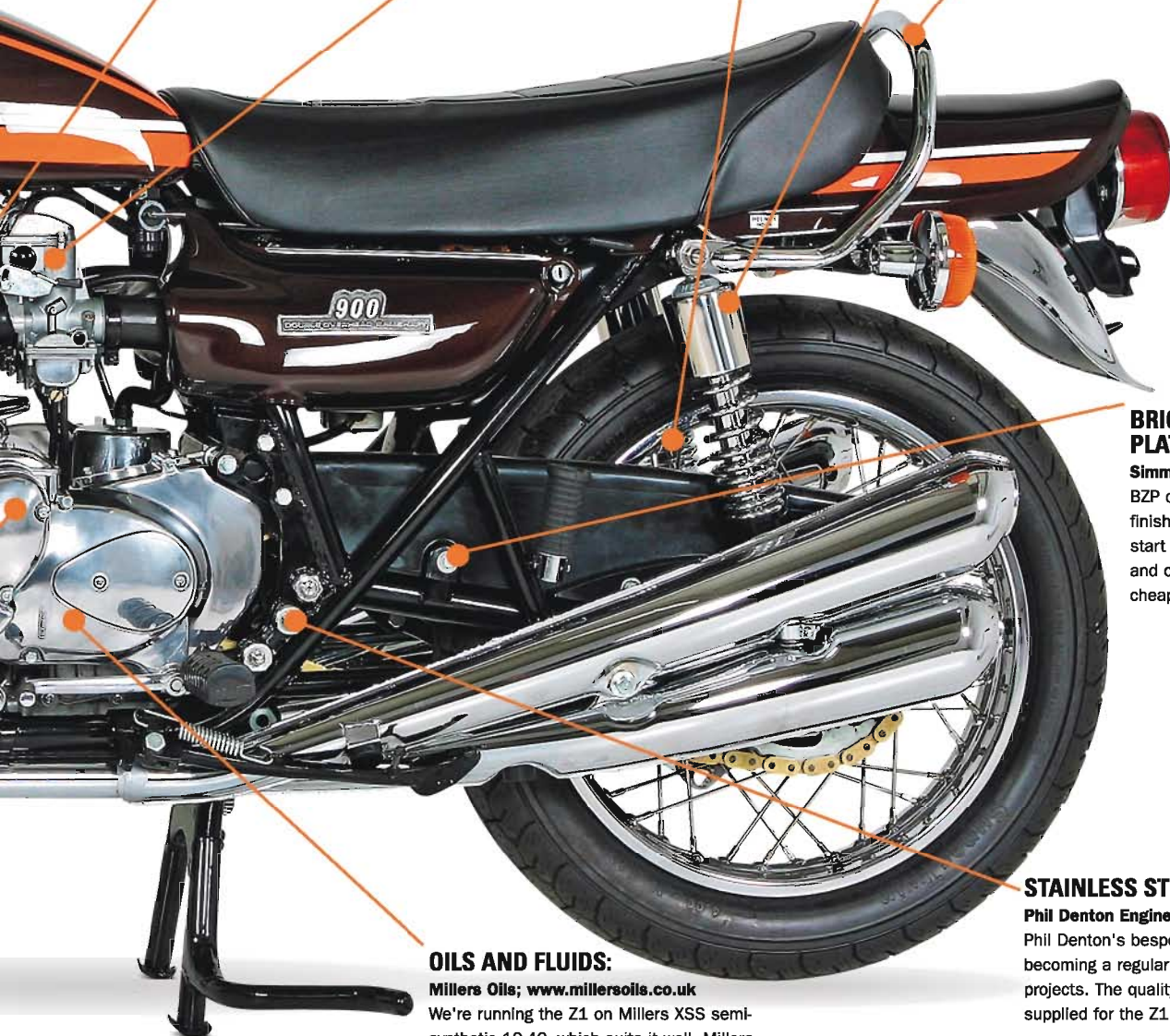
**NRP; 0161 832 8646**

The Keyster repair kits included jets, needles, float valves and gaskets. Top quality parts and a fraction of the price of Kawasaki originals.

## GENUINE KAWASAKI SPARES:

**Z Power; 01942 262864**

What Dave Marsden doesn't know about Z1s isn't worth knowing, and what Phil Alford can't supply isn't worth having. A great team. Fast service, too.



## BRIGHT ZINC PLATING:

**Simms; 01422 360232**

BZP duplicates the original finish on stand springs, kick-start shafts, sundry brackets and original fasteners. It's cheap, fast and durable.

## OILS AND FLUIDS:

**Millers Oils; [www.millersoils.co.uk](http://www.millersoils.co.uk)**

We're running the Z1 on Millers XSS semi-synthetic 10-40, which suits it well. Millers products are available from Jeff Smith Classic Lubricants on 01430 828453.

## STAINLESS STEEL PARTS:

**Phil Denton Engineering; 01492 641345**

Phil Denton's bespoke parts are becoming a regular feature of our rebuild projects. The quality of parts they supplied for the Z1 shows why.