

## The Previous keepers tale.

I had just returned from abroad (New Zealand) and needed transport and fancied a motorbike as I hadn't owned a bike for a few years at that time.

It was Feb... 1992 (best time to return to biking) and I got a motor cycle news to see what was on offer.

I saw the katana advertised and had always fancied one. I had previously owned a 650 shaft model. Made the call and arranged to see the bike. The owner lived in Colchester so we met half way (can't remember where) .

The story he told me was that he had bought the bike from a dealer and it was a Japanese grey import and he had only owned it for about a year, he also owned a GSX 750.

The country was in recession and he had lost his job, so one of the bikes had to go (orders from the wife).

He was asking for £1650 but I managed to get it for £1375(I think) Which was a good price. That's how I got the bike.

The construction industry was on its knees and there was no work (I'm a bricklayer) so I thought I'd give the despatch riding a go. I did that for about 3 months on the katana with limited success (hard game that despatching).

After that I got back on the brickwork for that summer.

I hoped I could top up my wages by buying and selling motorbikes and bought a couple at the auctions in Lee Bridge road, one of which was another Kat 750 Its easier to buy then sell and I ended up keeping that one as well!! So now I owned two pretty nice Kats! "happy days".

The following Feb. (1993) Work was still tight and the money was bad so went back to despatching again on the Kat

I started out using Kat one ( VVX .....This is the one we are resurrecting.-ed.), As my main work bike and using parts from Kat! 2 (LLM) as needed which was very handy as I'm sure you know.

In the summer of 95 I started to burn out valves on number 1 .Kat which most have had around 60000 ish miles by now.

I went back to the bricklaying as the money had improved a little and went about giving Kat 1 a well earned rest and some TLC. I reground in some new valves and new piston rings.

After that, over the years(20 in all) Kat 1 and 2 became one and the same with LLM becoming the main ride and VVX stripped and in pieces in the garage.

After a Fireblade joined the team in 2001 I'm afraid the Kat became the winter hack .

I always hoped to one day return both the bikes to there former glory but as you know that never happened so I'm very happy that one of them has ended up with you. Its a shame you didn't get them both. I would love to see the bike back together again and would really appreciate it if you could e mail a photo if possible.

Kind regards Dave

*\* A few pictures were sent after the event, A thank you and admiration to all was received in reply\**