

Other parts of the bodywork were all included, but the right side panel was not as it left the factory, indeed the years had not been kind. The panel was in 2 pieces.

Again a replacement could have been found quite easily but we had seen an advert in Performance Sportsbikes for a company (Steve Reynolds (Manager) The Plastics Surgery. Unit 18. Hanley Workshops. Hanley Swan. Malvern .WR8 0DX)

It said they could repair any panels ..... So we sent it to them to prove it, as we were painting it ourselves and this was a demonstration piece it was done FOC. That said the cost would have been a fraction of a new one.



The tailpiece was complete but scratched and the choke lever had a tang broken off.

The fuel tank looked OK, but once it had been rubbed down, revelations of its former life became apparent. The usual little dents where the clip -ons hit the tank in a tumble were revealed, as were the other dents. Nothing that couldn't be repaired or would cause us to search for another. This is the most difficult part of this machine to source in a very good condition. This model was ostensibly a limited production machine, which although was marketed for 3 or 4 years and used a base model of the ES range, the bodywork was different and unique. Petrol in the 30 years since this machine was manufactured has had many chemical changes; this includes the adding of ethanol amongst others, Resulting in vehicles that don't have a constant refresh of fuel through the tank rusting from the inside out.

There are fuel tank repair kits on the market but the ones that would have been used in the last 20 years are now being eaten away with this modern fuel. This means while it isn't impossible to find a tank it may be more than just find and fit.

JMAC volunteered to take on the painting of the bodywork. Again in keeping with the idea of finding what is redibly available, a search found that TOYOTA 070 paint is a Pearlescant white. Used on Qi and Prius models. **(Toyota 070 on repainted tank against original paintwork.)**

Decals, although most cannot be bought original now, you would have thought would be very easy. Many companies list decal sets on the Internet. A few of these were contacted and samples bought, many were incomplete, wrong colours or just not good quality.

Finally a company in Matlock, Derbyshire. (Classic motorcycle decals.) sent a set of theirs. Again there was an issue with the colour of some of the decals, however they listened and sorted it out.

These were used on the finished bike.