

**#7: Spares availability**

The emerging classic has to conform to the first criteria when purchasing; that is, it must be cheap to buy. It is also important to have easy access to routine servicing items like chains, tyres, filters and so on. There should, however, be a scarcity of certain factory parts, such as body panels, exhausts, grab rails and any items likely to have been removed by a previous owner in an attempt to improve or customise his machine. These rare items should only be available following exhaustive trawling of the internet and should cost vast sums of money, even for something insignificant.

Because these machines are not yet true classics, there will not be a repro parts industry based in India or Asia to satisfy any demand. It is especially appealing when special tools are required in order to carry out mundane tasks like oil changes or replacing spark plugs. If it proves too simple to purchase a machine and bring it up to standard specification it can never be considered as a future classic. There should always be a Haynes manual for this type of machine, encouraging the home mechanic to self-service. This is important as it will ensure a good supply of secondhand parts in the years to come. ➤



Rear anchorage is provided by a disc, and chain adjustment is achieved by rotating the eccentric spindle carrier, a system familiar to contemporary Kawasaki owners



The Speed Triple's front end is conventional for its day, no tricky suspension systems to worry about. Anchorage is effective; a pair of floating rotors gripped by 4-pot callipers pull the speed down smoothly